Hongkong Daily Press.

ESTABLISHED 1857.
Registered as a Newspaper at the General Post Office in the United Kingdom.

No. 18,301. 號一零百三千八萬一第 日八十月二十年辰丙 HONGKONG THURSDAY, JANUARY 11TH, 1917. 四拜禮 號一十月正年六國民華中 PRICE, $3 PER MONTH.

INTIMATIONS

THE "SICK BAY."

SOME OF THE "BIRDS" WHO COME TO ROOST.

[BY "JACKSTAFF."]

Being a cosy little place, the "sick bay" of a warship has a strong fascination for some members of the crew.

On coaling days or when there happens to be some other unpopular job on hand the bay draws them like a magnet, and they become smitten with a great desire for a brief retirement to its cleanly seclusion.

But so contrariwise and strange a thing is human nature that if shore leave be given, these same men utterly forget that there is such a place as the sick bay aboard the ship. They have no use for it. If a naval surgeon does not become an adept in "sizing up" men it is not from any lack of opportunity for acquiring this art. All the "birds" among the crew fly his way at one time to another.

A "bird," you must know, is a man who wishes to "go sick" whenever he feels inclined for a rest, and you cannot expect a thousand odd men to come together without some few of this type getting among them—a small leaven which does not affect the whole lump.

In every branch of the Navy the responsible officer has under him a good man upon whom he can rely for easement from many little worries. The steward at the head of the sickberth staff acts in this capacity for the warship's surgeon. A hard-headed "sort of chap" this steward, with an unsympathetic soul and an uncanny knack of diagnosing "that tired feeling" with half a lift of his eye. Men "reporting sick" must get past him before they can reach the doctor "What's up?" asks the steward as A.B. Wearyone slides through the sick-bay door.

"Feelin' out o' sorts," sighs Wearyone.

"Are you?" Coalin' day to-morrow, ain't it?"

Thereat Wearyone grips his jumper with both hands about the region of his diaphragm, and with a woeful contortion of visage declares that he "has a kind o' kink inside him."

The steward runs a cold, inquiring eye over the internally kinked one.

"Here," he says, "take these two starters an' come again to-morrow. This ain't no home o' rest," and he drops a couple of pills into the calloused palm which Wearyone holds out.

Off goes Wearyone, disgusted with his luck, thinking bitter things of the stony-hearted "poultice walloper," and at the first opportunity drops the pills overboard. They may be good enough for the fishes but not for him. Physic without comfortable leisure to disgest it was not the thing he went in search of.

"MIGHT GET SOMETHING WORSE."

Another "bird" mentally notes the steward as Stoker Wander edges into the bay.

"What's wrong with you?" he queries.

"Feelin' rotten, right out o' sorts," explains Wander, promptly launching into an eloquent description of his symptoms, which recital he throws off very glibly, having memorised it from a patent medicine advertisement which told a thousand and one ways in which a person might fell ill.

No sooner does the story start than suspicion becomes certainty in the steward's mind. He knows the "patter."

"Stow it now," he cuts in. "Trimmin' coal in the bunkers to-morrow, eh?"

Wander "belays" his yarn to admit that such would be his occupation if he were well enough to do it.

"Thought so," comments the steward. "Here, have a dose o' salts; that'll put you right."

"Salts! Not me!" And Wander puffs out an indignant protest.

"Want to see th' doctor?"

"Yes."

"Wouldn't if I were you."

"Why?"

"You might get somethin' worse'n salts." This is said with a look of friendly warning the message in which Wander is not slow to divine, and he turns disconsolately away. And so the procession moves along. This, mind you, is only the lighter side of the matter. Should a man be really ill he receives prompt attention and every care, but "birds" are not allowed to go to roost in the sick bay.

Every morning at nine o'clock the doctor, sitting at a little table in a screened-off place, with his day-book open before him, sees "patients." The new cases come first. Each man steps forward, is examined and prescribed for. In spite of the stewards' watchfulness a "bird" does sometimes come fluttering along. Him the doctor usually treats with tolerant, kindly humour, knowing by experience the kind of treatment which will be most effective in eradicating any incipient outbreak of hypochondria among the ship's company.

"Give him a dose of castor oil, and see that he takes it," says the doctor, turning to his attendant steward; then to the "bird" he adds: "Come and tell me how you feel in the morning." Off goes the man for the dose he would much rather be without though it cures him permanently. He will not risk a "ditto repeato" of this prescription, and he knows he would get it.

A JUTLAND EXAMPLE.

The man who is really unwell goes straight-way into the sick bay. For the sake of the ventilation this is situated at one side of the ship and resembles a small well-kept hospital ward staffed with male nurses. In one part of the bay is a dispensary containing a large chest of medicines and another of surgical instruments. Now that hospital ships accompany the fleets serious cases are not kept very long in the bay, nor are any but minor operations performed there. The more important are done either in the hospital ships or in the shore hospitals, whither sick and hurt men are transferred with all possible speed. On distant stations and where a ship is patrolling an isolated beat thousands of miles from anywhere, as many of our warships do, the sick bay must perforce be the general hospital.

Like everything else aboard her, the medical staff of a warship is primarily formed to meet war conditions, and in every case has met them splendidly. The battle of Jutland showed this. Aboard one of the smaller ships engaged there the surgeon was killed and the sick bay wrecked by almost the first shell that struck the ship. But the sick-berth steward of her, although injured himself, got together a temporary staff and tended the wounded so efficiently that he saved several lives. That is only one illustration out of dozens that could be cited to prove the all round efficiency of a warship's medical department. In fact no one worked harder, more bravely, or more effectively during the Jutland fight than the doctors—and you could not have found any other officer in the ship, no matter how hazardous his post might be, willing to change places with them.—*Daily Mail.*

(*Continued at foot of next Column.*)

GERMANY'S TREMENDOUS WAR EFFORT.

IMPORTANCE OF ROUMANIAN SUPPLIES.

Evidence of conditions in Germany received by a competent observer shows the tremendous activity of the German administrative machine. Every trade and every industry is under strict Government control, and practically nothing is produced that does not contribute, directly or indirectly, to the progress of the war. The extent and minuteness of the supervision exercised over the food supply of the Empire may be judged from the fact that in Berlin alone the war associations and war bureaux controlling some stage in the production, distribution, or consumption of some special article of food, and subordinate to the War Food Ministry, now number 32.

To the eye of the neutral, says the observer quoted, conditions in Germany, in this respect, present an impressive contrast to those existing in this country, where, so far as the visitor can judge, no effort has hitherto been made to secure an adequate supply of cheap food for the poorer classes, while certain sections of the well-to-do indulge openly and unchecked in flagrant extravagance of living. It is easy to understand the not very favourable impression made on the neutral traveller, who has with difficulty obtained sufficient food to eat in the best hotels of Berlin and Vienna, when he first enters one of our more expensive restaurants and studies the copious menu and watches the heedless crowd of guests filling every available place.

The Germans have already made full use of prisoners of war in factories and on farms, and have recently been carrying out what are practically slave raids in Belgium and Northern France in order to get more labour. By their proclamation of an "independent" Polish kingdom they hope to obtain large numbers of recruits, both for the Army and the workshop. But even these measures are not deemed sufficient to provide that margin of safety in man-power which the foresight of the German General Staff considers expedient, and all healthy citizens are now to be summoned to play their part in the general work of the nation.

The question of food and other vital supplies has been growing steadily more urgent. The information collected by the observer shows that in another six months, failing the discovery of some means of increasing her supplies, our enemies would have been in a serious plight. But the seizure of supplies in Roumania must materially relieve the stringency in Germany. In regard to live stock alone, Roumania in 1900—the latest year for which figures are available—had:—Cattle (including 751,227 cows), 2,545,051; sheep, 5,655,444; pigs, 1,709,205.

On the other side of the account may be mentioned the failure of the potato harvest. This is now openly admitted. The already inadequate ration for the individual has been curtailed to 6lb. a week, and it is doubtful whether it will be possible to provide even this meagre ration regularly throughout the season.—*Times.*

THE DEAD EMPEROR.

FATHER BERNARD VAUGHAN ON HIS "FINE TRAITS."

Father Bernard Vaughan, in his sermon at Farm Street Chapel on November 26th, asked prayers for the repose of the soul of the Emperor Francis Joseph. There were, said the preacher, fine traits in the character of the dead monarch. He lived among his people, he was accessible to them, he was almost worshipped by the majority of them. He made it his business not only to give audiences to the working man but to converse with him in his own native tongue.

There must have been something magnetic in the man who could draw love and tears from the hearts of peasants throbbing with devoted loyalty to him. The late Emperor, said Father Vaughan, was an object lesson to the absentee landlord who drained his income out of the sweated tenant and spent it in luxurious living in London.

Francis Joseph lived a simple life, spending little on himself, and giving much away to those who most needed help. He was a father to the poor, and that was so splendid that he ought to be forgiven much for it. Then, as Englishmen and Christians, they must take into consideration, when weighing up the life now departed, the avalanche after avalanche of private griefs and public calamities that bore down upon the dead Emperor during his long reign.

RAILWAYS AND WAR.

RUSSIA'S NEW LIFE-LINE.

[BY "THE DAILY TELEGRAPH" ENGINEERING CORRESPONDENT.]

The part played by railways in the present war is incalculably great, and will be greater still before it is ended. Up to the present Germany is probably the belligerent who has most reason to be thankful for efficient railway communication. Barring the railways of Northern France we have had, owing to our command of the sea, to make use of railways only to a limited extent in our various campaigns. Motor transport has "filled the bill" for us in railless countries, and has also been of immense service in France, where, owing to the [illegible]ng line being connected with the sea by many splendid arterial roads, it is just conceivable that we might have held the Germans even without adequate railways, much as the French did, thanks to their magnificent organisation of motor transport at Verdun.

On the other hand, to imagine Germany bereft of railways serves only to conjure up visions of a speedy collapse of the entire war. We know to our cost how, time after time, troops have been rushed from one enemy front to another at critical moments, thus neutralising to a considerable extent the effect of Germany's steadily diminishing forces. The railway to Constantinople, and its continuation towards Baghdad, has been a veritable life-line to the besieged Central Powers, besides being one of the main instruments of Germany's successes, temporary though we know they must prove to be, in the Balkans.

RUSSIA'S DIFFICULTIES.

Had Russia's projected strategical railways in Poland been in existence when war broke out it is reasonable to suppose that subsequent events would have been very different from what they were. Profiting by this painful experience, Russia set to work soon after the outbreak of war on the construction of a railway that there is reason to suppose will have an immense influence on the future of the war. Cut off from direct sea communication with the western world for more than six months in the year, owing to the closing of the Baltic and the Dardanelles, and the freezing up of the port of Archangel, Russia's life-line during the winter months has been the thin strand of the Siberian railway. The difficulties in the transport of munitions for 6,500 miles over this line, to say nothing of the great delay occasioned in their transport half-way round the world to Vladivostock, soon made it clear that Russia must have some other means of direct communication with the outside world.

The only possible opening to the sea was the little port of Alexandrovsk adjacent to Kola Bay, on the Murman coast of Lapland. Here the water in the harbour never freezes, thanks to the effect of the Gulf Stream, which sweeps round the North Cape—the most northerly point in Europe—from which Alexandrovsk lies about 250 miles to the east-southeast. The port, besides being always accessible to the largest ocean-going vessels, is the nearest in Russia to this country. The new sea-route will actually bring Russia a day nearer to the United Kingdom than is any Baltic port. It will divert a vast traffic which, when the latter ports were ice-bound, was carried before the war by railway to Germany, mainly to the great collecting and distributing port of Hamburg. The Russian Ministry of Communications decided without hesitation that Alexandrovsk was the spot for a new all-the-year-round port, and that it must be connected, with all possible speed, with Russia's main railway system.

Such a decision would have been a momentous one in ordinary times, but in war time it was absolutely heroic. It meant the construction of approximately 850 miles of entirely new railway through extremely difficult country, much of which was practically unexplored. On the route were scores of miles of dense forest, marshes, and mountains, while rivers innumerable had to be bridged. All this had to be done at express speed if the line was to be ready in time to be of service during the war. In the ordinary way five years or more would have been required for this very arduous piece of work to be completed, but two years was the time-limit set by the Ministry of Communications in Petrograd; this in spite of the difficulty, due to the war, of securing labour and materials and the weeks of darkness in the Far North, precious time that was saved by the use of artificial illumination so that the work need never cease. And two years has sufficed. By the end of this month trains should be running between Kola Bay and Petrograd, trains each one of which will be pumping fresh life-blood into Russia's veins, and making possible in due course an irresistible onslaught on the whole of the Eastern front.

NEW PRIME MINISTER'S WORK.

Who, we may well ask, is the man responsible for this marvellous achievement? None other than the new Prime Minister of the Russian Empire, M. A. F. Trepoff, who only a few days ago exchanged his portfolio as Minister of Ways and Communications for that of Premier. That his splendid work in his recently vacated office is thoroughly appreciated by the British Government is clear from the fact that last week the British Ambassador in Russia, Sir George Buchanan, handed to M. Trepoff the insignia of the Grand Cross of St. Michael and St. George in recognition of his services in completing the railway across the Murman Peninsula and down the shores of the White Sea and Lake Onega to the capital. The energy that M. Trepoff has put into this titanic enterprise has been truly extraordinary, and had it not been for his unflagging zeal and sound technical knowledge there is no doubt that many incalculably precious months would have been lost before Russia could have received supplies from overseas. M. Trepoff was personally acquainted with the whole of the railway, having himself travelled often over its full length. Everywhere he urged the engineers—amongst whom were Englishmen—to greater and still greater efforts. His enthusiasm was infectious, and the work progressed at a magnificent rate, with such good results that he was recently able to announce the virtual completion of the enterprise.

(*Continued at foot of next Column.*)

The line is of the 5ft. gauge that is general throughout the Russian empire. The prominent exception is the Finland Railway, which is of the standard British gauge—4ft. 8½in. The latter line runs from Petrograd to Tornea, near which town it connects with the Swedish railway system. At one time there was a proposal that Alexandrovsk should be linked up with Petrograd, not by building a new line due south, but by effecting a junction at Tornea. In this way only 400 miles of new line, instead of 850, would have been required. There were several objections, however, to this course, the most important of which was the much greater distance of the journey *viâ* Tornea as compared with the direct route, combined with the lesser carrying capacity due to the narrower gauge. In addition, there were engineering difficulties about building a railway rapidly through the interior of Northern Finland and Lapland, where the country is even more difficult, practically all being within the Arctic Circle, than in the case of the route finally adopted.

VAST POSSIBILITIES.

The present route has in it vast possibilities quite apart from the war. It taps a region of immense mineral and forest wealth which has hitherto been neglected, owing to lack of railway communication. Water power abounds, so that, given adequate railways, many valuable industries might be established. Further, the railway may serve as the backbone of lines branching off to the east south-east. At present, barring the Archangel-Vologda Railway, the enormous territory to the east of the line is entirely undeveloped. It has been calculated that such railways, in the Archangel and Vologda governments alone, would add immensely to the Russian revenue simply by allowing the forests to be exploited. At present only about £500,000 a year is received on account of the forests by the Imperial Exchequer from these two governments, whereas this sum should be £20,000,000 if there were secured only the low revenue of 3s. 6d. per acre.

Railway expansion in Russia must come speedily, and that on a vast scale. In this respect Russia stands where the United States of America was thirty or forty years ago. The U.S.A., with a population of less than half of Russia's 200,000,000, has a railway mileage of over 266,000, whereas in the whole Russian empire, which has an area three times greater than that of the United States, there are only 50,000 miles of railway. Russia realises her deficiency, and is to spend next year, in spite of the war, the immense sum of £35,000,000 on new railway works. It has been officially estimated that at least 4,000 miles of new line must be constructed every year to cover the average 8 per cent. yearly growth of traffic on Russian railway systems. So strong and so unanimous is the feeling of the public in favour of railway developments that the Government has already approved and authorised a big programme involving the immediate construction of over 30,000 miles of new lines of national importance. When peace comes even greater schemes of railway construction will be carried into effect. That will be the opportunity for British engineers. Not for a generation will such a chance have been presented. May we be ready for, and prove worthy of, the occasion.

HONGKONG POLICE RESERVE.

POLICE SCHOOL.

Class I.—Mr. T. H. King, A.S.P., reports the following result of his Examination:—Passed with Credit, Crown-Sergts. Fothergill and Kew, Sergt. Goodwin; Passed, Crown-Sergts. Eustace, Wilks, Razack, and Hasham Khan, Sergts. Gibson and Samy. All other Crown-Sergeants and Sergeants of No. 1 Company, Mounted Police and Maxim Gunners will attend a further Class.

Nos. 2 and 3 Companies.—Twenty P.-cs. each from No. 2 Company and No. 3 Company will attend School. The O.C. each Company will at once arrange for the selection of 5 men from each Section, and will submit the names to this office. These classes will sit as follows:—

No. 2 Company Class—Friday, Jan. 19th.

No. 3 Company Class—Tuesday, Jan. 16th.

PATROLMEN.

During the present cold weather, Patrolmen may wear private overcoats, if of dark colour, with the Metropolitan Police Armlet on left Sleeve above the elbow.

MUSKETRY COURSE, PART I.

1. To be attended by all recruits and all members who did not fire, or failed to pass, Part II. last year.
2. Uniform to be worn by all to whom same has been issued.
3. All Inspectors and Sergeants to attend with their respective units.
4. The A.S.P. (R.) and Musketry Sergt. will attend.
5. No. 1 Platoon and Mounted Police will leave Blake Pier at 8.45 a.m. on Sunday next, January 14th. Return from Stonecutters at 1.45 p.m.
6. No. 2 Platoon and Maxim Gunners will leave Blake Pier at 1.15 p.m. on Sunday next, January 14th. Return from Stonecutters about 4.30 p.m.
7. Nos. 1 and 2 Platoon and Maxim Gunners will bring their own Rifles. Mounted Police will also have use of these. Ammunition will be provided on the Range.

(Sgd.) F. C. JENKIN,
D.S.P. (R.).

10th January, 1917.

BRITISH MALAYA.

LECTURE BY THE HON. MR. CLAUD SEVERN AT UNION CHURCH.

Under the auspices of the Union Church Guild, last night, the Hon. Mr. Claud Severn, Colonial Secretary, lectured on "British Malaya." There was a large attendance, over which the Rev. J. K. Maconachie presided.

Mr. SEVERN, in the course of his lecture, dealt briefly with the geographical position, physical features, history, methods of government, chief industries, and means of transport of British Malaya. In 1825, he explained, the three Straits Settlements became a Presidency of India, and in 1827, Lord William Bentinck, the then Governor-General, visited them in order to "look into matters." He declared that he could not see what Penang was like for the number of cocked hats, which shut out the view, so he reduced the establishment and re-organised the Government. From 1828 the Straits ceased to be a Presidency and were placed under the Government of Bengal; but in 1851 they passed to the control of the Supreme Government of India, and so remained until they became a Crown Colony on the 1st of April, 1867. Dealing briefly with Johore, the lecturer referred to the father of the present Sultan as a true friend to the British Government. His hospitality knew no bounds. He died in London on 5th June, 1895, and was buried in Johore in the following October. His son, the present Sultan, succeeded his father at the age of 22. He has been most loyal to Great Britain, and his force of Malay Infantry proved of great service during the recent riot in Singapore and during the rounding-up of the rioters. Last year he received the G.C.M.G. Since the war broke out he has presented 24 fighting aeroplanes to the British Government.

In the history of the Straits few things were more remarkable than the gradual loss of interest in and knowledge of the neighbouring Malay countries. In the first years of the Colony's history—from 1867 to 1874—it is almost inconceivable how little was actually known of the Independent Malay States in the Malay Peninsula. Chinese had for years been carrying on tin-mining in the Perak and Selangor, and their success had inspired the enmity of the Malays. There were also fights between factions of the Chinese who were struggling for the possession of valuable tin mines. Persons in the Straits Settlements made advances in money or material to Malays and Chinese within the zone of disturbance, and, on appealing to the Government to assist them in recovering their debts or their property, were met with the reply that, "if persons, knowing the risks they run owing to disturbance in these countries, choose to hazard their lives and properties for the sake of the large profits which accompany successful trading, they must not expect the British Government to be answerable if their speculation proves unsuccessful." Sir Harry Ord was Governor of the Straits from the time it became a Crown Colony in 1867 until 1873, and towards the end of his administration the disturbances both in Perak and Selangor began to affect persons and interests outside those States. At last the situation became such that the British Government reluctantly consented to authorise a new departure and to make trial of some method by which peace and order might be introduced into the affairs of the unruly Malays without committing the local or Imperial Government to any serious responsibility, and, as the result of negotiation by Sir Andrew Clark, R.E. (Sir Harry Ord's successor), there was signed and sealed on the 20th January, 1874, what is known as the Pangkor Engagement or Treaty, which provides, among other things, for the recognition of Rajah of Abdullah as Sultan of Perak and the grant of the title of ex-Sultan to Ismail, a rival, who was to hand over the regalia to Sultan Abdullah. The Sultan was to receive and provide a suitable residence for a British officer, to be called Resident, whose advice must be asked and acted upon in all questions other than those touching Malay religion and custom. The collection and control of all revenues of the general administration of the country were to be regulated under the advice of the Resident. Sir Andrew Clarke sent a report

(Continued at foot of next Column.)

BRAVERY AT SEA.

HEROIC RESCUE BY CAPTAIN OF THE "KAIFONG."

While on her way to Hongkong from Haiphong on Sunday, the 7th inst., at about 11.30 a.m., the China Navigation Company's vessel, the *Kaifong*, encountered a large Chinese junk which was dismasted, her deck was being swept by heavy seas, and a hard north-east gale was blowing. Because of the high sea running at the time it was impossible to lower a boat in order to remove the junk's crew from their terrible position. However, Captain Evans made up his mind to attempt a rescue of the people on board the junk, and, after a brilliant piece of seamanship in the handling of the vessel in such a heavy sea a connection was made with the junk, and all the crew, numbering thirteen, were eventually passed safely on board the *Kaifong*, which continued her journey to Hongkong at 12.20 p.m. The position of the abandoned junk was Lat. 20.54, N., Long. 112.20 E.

TO E. W. H.

I sat and gazed forlornly at an egg
That stared forlornly back: we both
were cold.
Each crinkle of the bacon seemed to hold
A bleak despair: upon a crazy leg
The toast-rack sagged with weight of
icy toast
And, chill as waves upon an arctic coast,
The coffee waited till I felt more bold.

My *Daily Press* was propped before my
plate.
I read of Volunteers who scored five
goals,
How London's Bishop tries to club our
souls
With shepherd's staff, and then, in
lively spate,
Your jingling rhymes broke out upon
the page.
I said "How well I understand his rage,
But—do not some get special rates for
coals?"

YIMKIN.

of these proceedings to Lord Carnarvon, then Secretary of State for the Colonies, and the Chambers of Commerce of both Singapore and Penang sent letters of congratulation.

The four States of Perak, Selangor, Negri Sembilan, and Pahang, were federated in 1896 and the event was celebrated in 1897 by a great gathering of all the rulers at Kuala Kangsar in Perak, an absolutely unique event in the history of Malaya. This took place a few days after the Diamond Jubilee of Queen Victoria. He (the lecturer) was so busy with the celebration of that event in Kuala Lumpur that he did not attend the gathering of rulers, and had always regretted it. The lecturer afterwards dealt with the New States, their relation to Britain, and the details of their administration.

In conclusion the lecturer asked—And how have these countries done their duty to the Empire during the war? Splendidly, I say, and I think anyone who knows them would say the same. As regards men, they have sent nearly 1,500 Europeans, and the Malay States Guides, as fine an Indian regiment as could be found—that is, nearly 2,500 men in all. As regards money, the Straits Settlements, besides sending about one million dollars to war funds, are giving from their revenues £200,000 annually for five years, and will probably do more. The F.M.S.—the jungles of forty years ago—have become the Eldorados of to-day. What have they done for the Empire in addition to sending 2,000 men? More than a year before the war the Sultan of Perak and the other Rulers of the F.M.S. informed the High Commissioner that they considered that the large surplus revenues of the Federation might be used to some extent in giving a ship of war to the British Navy. To-day H.M.S. *Malaya*, one of the finest vessels in the Navy, a super-Dreadnought, is taking her part in protecting the Empire—the gift of the F.M.S. Recently a loan of $15,000,000 (nearly £2,000,000) was raised and presented to the British Government. The people of the F.M.S. have presented to the British Government a fleet of 45 battle and reconnaissance aeroplanes; they have founded and maintain a splendidly equipped hospital at Blackmore End, in Hertfordshire, with over 200 beds; and they have raised a fund to provide for those who are wounded, or otherwise rendered incapable, in the war among the F.M.S. contingent. They have also subscribed liberally to the National Relief Fund, the Red Cross Fund, and Funds for Relieving Belgians. At present several projects for increased taxation to provide money for the war are under consideration, and will probably produce a large sum.

The lecturer was accorded a hearty vote of thanks at the close.

SPORT.

ASSOCIATION FOOTBALL.

HONGKONG LEAGUE, DIVISION II.

83RD COY. R.G.A. v. "A" COY. K.S.L.I.

In this match which was played on the Club Ground yesterday, the respective defences proved much too good for the opposing attack, thanks mainly to Brittle for the Shropshires and Gretton for the Artillerymen. The game was fast and interesting although the players were somewhat handicapped by a glaring sun. On the whole the K.S.L.I. did most of the worrying in front of goal but the Gunners' custodian played a great game and kept his charge intact. Early in the game Brown tested him with a good shot and Attwood himself seemed somewhat surprised to find that he had stopped it. Gretton relieved the pressure with a well placed kick and Small, at the other end, had a chance but shot very wide. The Lyemun "goalie" was again called upon and punched away in fine style with Brown worrying him all the time. The ball travelled from end to end very quickly but there had been no scoring when the whistle sounded for the interval.

On the resumption the Gunners pressed strongly and the Shropshire goalkeeper was tested three times in quick succession but managed to save each time. The "A" company then broke away and Attwood only managed to save at the expense of a corner. At this period the 83rd Company was having most of the game but could not manage to find the net, except on one occasion, when Clutterbuck who beat the goalkeeper, was offside. Davies nearly scored for the Shropshires. A corner followed and for a time there was great excitement in the Artillery goal, but Gretton finally saved the situation by a long kick. A penalty was then awarded to the Territorials for "hands." Jones took the kick, but Attwood managed to get to it and saved, and a free kick for the Gunners made them feel easy once again. There was no scoring, the game ending in a goalless draw which was about a fair result on the play.

Referee—Mr. Ball.

The match arranged between the 87th Coy. R.G.A. and "D" Coy. K.S.L.I. was not played the Gunners being unable to put out a team.

CLUB v. STAFF AND DEPARTMENTS.

The Club, with a weak team out, met the Staff and Departments in a friendly on the Club ground. The game was fairly even with the early stages in favour of the civilians. Walker had hard lines in not heading in, but Jones just managed to get to the ball in time. The former player shortly afterwards made a nice opening for his inside right who should have scored but shot straight at Jones who cleared. The Staff then went away and Davies put the ball right across the goalmouth but there was no-one there to receive it. Jones and Stalker were each called upon in turn to save and did so in good style, the latter, who can apparently play anywhere, making quite an able custodian. The game ended in favour of the Staff, Darricott scoring two for his side and the Club notching one.

HOCKEY.

ROYAL ENGINEERS v. 88TH COY. R.G.A.

Although the 88th Company did all the pressing in this match at the commencement, the Engineers were the first to open the scoring, Black being responsible for their goal. The gunners had had chances to score before this but had not accepted them, Watson on two occasions being well placed for scoring and Mancini on another. The Gunners had not long to wait, however, before their turn came. The first goal was scored from a great scuffle in the goal-mouth, about four players having a hand in putting the ball in the net. Caple followed this up with another and half-time arrived with the Artillerymen leading by two goals to one.

In the second half the gunners still kept the major portion of the play in their opponents half, and although Scott frequently drove them out with a hefty drive they were soon back causing trouble again. Caple played a great game in this half and Talfourd and Mancini were also very useful to the Gunners. Caple added another goal and Watson managed two more, the Engineers replying with one which Wright was able to score after a good effort by Black had given him an opening. The game ended in a win for the 88th Coy. R.G.A. by five goals to two.

Referees—Sergt. Matthews and Corpl. Tyrrell.

U.S. LEAGUE.

VOLUNTEER "A" v. ROYAL NAVY.

The following side will represent the Volunteers at Happy Valley at 4.30 p.m. to-day:—R.A.C. North, E. W. Hamilton, F. W. S. Evans, E. J. R. Mitchell, C. B. Johnson, G. H. Piercy, W. A. Cornell, R. O. Hutchison, K. Brayshay, A. D. Ball, and G. Miskin. Volunteers will play in khaki.

LLOYD'S REGISTER OF SHIPPING.

ANNUAL REPORT, 1915-1916.

In few industries has the effect of the war been more widespread and far-reaching than in the domain of shipping. The disappearance from the high seas of the merchant fleets of Germany and Austria-Hungary, and the continued losses of allied and neutral shipping, combined with the enormous demands which the war has made upon the available tonnage, produced a shortage which has stimulated the building of ships in every country free to engage in ship construction. In the United Kingdom, merchant shipbuilding is still seriously restricted by the necessity for the production of war vessels of various kinds; and, although there has recently been some acceleration in the rate of progress in the construction of vessels, the output remains far below that of normal times. In neutral countries, and particularly in the United States of America, every effort has been, and is being, made, by means of the extension of existing plants and the creation of new establishments, to cope with the increasing demand for tonnage. That a large measure of success has attended these efforts is evident from the fact that there is now being built under the inspection of Lloyd's Register of Shipping, with a view to classification, a larger amount of shipping than has ever been recorded in the history of the Society, namely—620 vessels of 2,282,709 tons.

At the close of the year ended 30th June, 10,032 merchant vessels, registering over 23 million tons gross, held classes assigned by the Committee of Lloyd's Register. Towards this total Great Britain contributed 6,106 vessels registering 13½ million tons. These figures, large as they are, show a falling off from the high-water mark of the previous year, thus reflecting the heavy losses which have been occasioned by the war.

During the year under review, the Committee passed the plans of 742 vessels, representing 2,375,590 tons of shipping, to be built under the Society's survey with a view to classification in Lloyd's Register Book, as compared with plans of 733 vessels, of 1,715,500 tons, for the previous twelve months.

The Committee assigned classes to 362 new vessels, of 790,209 tons, of which 356 were steamers, or motor vessels, of a tonage of 789,688, and 6 were sailing vessels, of 521 tons. Of the total, 414,462 tons, or about 52½ per cent., were built for the British Empire (United Kingdom 397,852 tons, Dominions 16,605 tons), and 375,747 tons, or about 47½ per cent., for other countries.

The tonnage classed by the Society during the year includes 32 vessels, of 156,975 tons, built upon the Isherwood system of longitudinal framing. Up to date there have been built, or are in course of construction, upon this system, to the Society's classification, over 470 of these vessels, totalling 2,650,000 tons.

The number of vessels intended to carry oil in bulk which have been classed by the Society during the year under review is 14, of 77,167 tons. The total number of such vessels at present classed in Lloyd's Register Book is 301, of 1,380,235 tons gross. Vessels fitted for burning oil fuel holding classes assigned by the Committee number 269, of 1,259,714 tons.

The increasing use of geared steam turbines in marine engineering is worthy of note. Nine vessels have been built to the Society's classification during the past year, in which steam turbines have been fitted, three of these having Parsons geared turbines, and six having Curtis geared turbines.

At the present time there are 52 vessels in course of construction, with a view to being classed in the Society's Register Book, in which geared turbines will be fitted, viz.:—25 with Parsons single geared turbines, and 27 with Curtis double reduction geared turbines.

It may be of interest to state that in the United Kingdom there are two vessels being built to the Society's classification in which the Ljungstrom Turbo-Electric Propelling Plant will be fitted, one a single screw vessel, in which the power will be 1,500 shaft horse power, and the second a twin screw vessel, with a total shaft horse power of 5,400.

There are now 46 vessels holding the Society's classification which are fitted with Diesel engines, and, in addition, there are at present in course of construction, under the Society's survey, over 30 sets of these engines.

In addition to the foregoing, several vessels have been fitted with oil engines of other than the Diesel type, among which may be mentioned 11 fitted with hot-bulb engines made by Messrs. J. and C. G. Bolinder's Mekaniske Verstads Aktiebolag, of Stockholm, and this type of engine is to be fitted in more than 30 vessels which are being built under the Society's inspection.

The number of vessels holding the Society's certificate in respect of refrigerating machinery (Lloyd's R.M.C.) is 174, with a total insulated cargo carrying capacity of about 37,500,000 cubic feet.

DEARER NEWSPAPERS.

A largely attended meeting of the principal newspaper proprietors of the country was held last month at Anderton's Hotel, Fleet Street, Mr. C. D. Leng, of the *Sheffield Telegraph*, presiding, when it was decided to increase the price of all newspapers by ½d.; but in the case of 1d. morning papers it was agreed that the increase in price should not take effect for three months.

Starting with the February issues, the regular price of all illustrated monthly magazines will be increased to 7d. owing to the greatly increased cost of paper and other commodities. An agreement to this effect has been signed by the proprietors of the *London*, *Strand*, *Pearson's*, *Windsor*, *Wide World*, *Woman at Home*, *Nash's*, and *Royal*.

The proprietors add: "This addition in price is not a case of war profiteering—indeed, it will not nearly cover the extra expense due to war conditions. The added penny will, however, enable magazine proprietors to maintain these publications at their present high standard."

NEW ADVERTISEMENTS

FOUND.

SMALL WATCH Found on Kennedy Road.
Apply by letter with description of Watch to
M.
Care of "Daily Press," Office.
[173

NOTICE OF DIVIDEND.

ULDERUP & SCHLUTER IN LIQUIDATION.

FIRST DIVIDEND OF 20%.

CREDITORS of the above Firm are hereby notified that a First Dividend of 20 per cent. on the amount of their Claims will be paid on application to the Undersigned on and after THURSDAY, the 1st of February, 1917.
W. G. HUMPHREYS & Co.,
No. 16, Queen's Road Central,
Liquidators.
[170

G. R.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,
ON MONDAY,
the 15th January, 1917, at 3 P.M., on the Spot,
The Several Lots Numbered 1 to 19 on Plan to be seen at the Auctioneers' Office, for erection of
BOOTHS AND MATSHEDS,
on the Government Ground adjoining the Race Course, North of the Grand Stand Enclosure.
TERMS:—Cash.
For Plan and Conditions of Sale, apply to—
HUGHES & HOUGH,
Auctioneers to the Government.
[171

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK

THE Steamship
"CITY OF MADRAS,"
Captain Wm. Gray, having arrived from the above Port, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk and expense.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on TUESDAY, the 16th inst., at 10 A.M.
All claims must be presented within FIFTEEN DAYS of the steamer's arrival here, after which date they cannot be recognized.
No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 17th inst. will be subject to rent.
Consignees of cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 10th January, 1917. [172

HONGKONG STOCK EXCHANGE.

THE COMMITTEE has decided that the following shall be the SETTLEMENT DAYS for the year 1917:—

MONDAY, 29th January.
FRIDAY, 23rd February.
THURSDAY, 29th March.
FRIDAY, 27th April.
WEDNESDAY, 30th May.
THURSDAY, 28th June.
FRIDAY, 27th July.
WEDNESDAY, 29th August.
THURSDAY, 27th September.
MONDAY, 29th October.
WEDNESDAY, 28th November.
FRIDAY, 21st December.

By Order of the Committee,
EDWARD M. RAYMOND,
Hon. Secretary,
HONGKONG STOCK EXCHANGE.
Hongkong, 6th January, 1917. [160

HONGKONG TRAMWAY COMPANY, LIMITED

(Incorporated in the United Kingdom).

LOST.

TRANSFER RECEIPT Nod. 1277 issued to Messrs. LOGAN & BASTO for Transfer of 100 Shares in this Company into the name of Mrs. RHEA WELLS, having been MISLAID, LOST, or DESTROYED, NOTICE IS HEREBY GIVEN that unless the said Receipt is produced at this Office within 30 days from the date hereof, the Certificate for the said Shares will be delivered to the said Mrs. RHEA WELLS, and the Transfer Receipt will thereafter be held by the Company as null and void.
W. E. ROBERTS,
Secretary.
Hongkong, 19th December, 1916. [110

HONGKONG ELECTRIC COMPANY, LIMITED.

AS already notified, this COMPANY'S GENERATING PLANT is now carrying in the vicinity of the maximum load and no further installations can be made for the present. Consumers and Wiring Contractors are warned against the danger of making additions to existing installations and are reminded that under the Regulations for securing the Safety of the Public contained in the Schedule to the Electricity Supply Ordinance 1911 (as amended) "Any person making any addition to any electrical installation connected to the Company's main . . . . . shall be liable to a penalty not exceeding Fifty Dollars for every such addition."
By Order of the Board,
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 5th January, 1917. [155

INTIMATIONS

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE CERTIFICATE for One Share, No. 5401 in this Company, standing in the name of MISS JOSE DE JESUS, of Macao, has been LOST, and if at the expiration of one month from the date hereof the above document be not forthcoming another Certificate for the said Share will be issued by the Company and thereafter no other will be acknowledged.
C. MONTAGUE EDE,
General Manager.
Hongkong, 19th December, 1916. [114

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE CERTIFICATE for Two Shares, Nos. 5414/5415 in this Company, standing in the name of MISS FELISBINA NOGUEIRA, of Macao, has been LOST, and if at the expiration of one month from the date hereof the above document be not forthcoming another Certificate for the said Shares will be issued by the Company and thereafter no other will be acknowledged.
C. MONTAGUE EDE,
General Manager.
Hongkong, 19th December, 1916. [115

HOUSES TO LET

TO LET.

NO. 6, MOUNTAIN VIEW, PEAK, SIX ROOMS, Unfurnished.
Apply—
DENNYS & BOWLEY.
[167

TO LET.

AT PEAK, SIX-ROOMED FURNISHED HOUSE, Tennis Court, Vegetable Garden, March to October. $145 per month, inclusive.
Apply— Box No. 9,
Care of "Daily Press" Office.
[166

TO LET.

"HOLYROOD," Semi-detached, Six Rooms, Chatham Road, Kowloon; Closed Verandahs facing Lyeemun Pass.
Apply— RITCHIE,
DODWELL & Co., LTD.
[161

TO LET.

2 NEW HOUSES now Building in Conduit Road. Ready for occupation on 1st February, 1917. For rent and other particulars apply to—
H. M. H. NEMAZEE,
1 Des Voeux Road.
[108

TO LET.

NO. 42, ELGIN STREET.
Apply to—
PERCY SMITH, SETH & FLEMING.
[102

TO LET—AT THE PEAK.

FURNISHED, 3, Stewart Terrace.
Apply—
H. E. POLLOCK,
Princes' Buildings.
97

TO LET.

FLATS in "EWO MESS," No. 6, THE PEAK.
Apply, Property Office,
JARDINE, MATHESON & Co., LTD.
[90

TO LET.

GODOWN in Duddell Street. Light and Airy Offices overlooking Statue Square. Moderate rent.
For rent and other particulars apply to—
"H.,"
Care of "Daily Press" Office.
[86

TO LET.

From 1st May.

OFFICES, 2nd Floor, St. George's Buildings.
Apply to—
SHEWAN, TOMES & Co.
[69

TO LET.

OFFICES on 1st Floor, No. 3, Queen's Road Central, at present in the occupation of The China Fire Insurance Co., Ltd.
Apply to—
CHINA FIRE INSURANCE Co., LTD.
[72

TO LET.

OFFICES at 2, Connaught Road Central.
OFFICES in King's and York Buildings.
HOUSES in Clifton Gardens, Conduit Road.
HOUSES in Broadwood and Moreton Terraces.
No. 21, WONG NEI CHONG ROAD.
HOUSES on Shameen, Canton.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY Co., LTD.
[28

TO LET.

FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.

TO LET OR FOR SALE.

KOWLOON MARINE LOT 48 with wharf area 58,000 sq. ft., suitable for Coal Storage or erection of Godowns.
Apply to—
HUMPHREYS ESTATE & FINANCE Co., LTD.,
Alexandra Buildings.
[166

INTIMATION

DEWAR'S

"IMPERIAL"

AND

"EXTRA SPECIAL"

SCOTCH WHISKY.

AGENTS:

A. S. WATSON & CO., LTD.,

WINE AND SPIRIT MERCHANTS.

TELEPHONE 616.

[12

BIRTH.

WILLIAMS.—At 10, Stewart Terrace, Peak, Hongkong, on January 9th, to Mr. and Mrs. E. A. M. WILLIAMS, a son.
[169

HONGKONG OFFICE: 10A, DES VŒUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG 11TH JANUARY, 1917.

THE BALKAN CAMPAIGN.

THE old controversy between what are known as the Eastern and Western schools of strategists over the wisdom of the Allied offensive in Macedonia has broken out again with renewed vigour. The Western school maintain that the whole of our energies should be concentrated on the Franco-Belgian front in a determined effort to break through the German lines. This view is strongly supported by Colonel REPINGTON, the Military correspondent of *The Times*, who in May, 1915, exposed the shortage of high explosives which was paralysing our Army in France. He urges that in order to gain the necessary superiority on the Western front during 1917-18 every possible white division should be withdrawn from Salonika, Egypt, and Mesopotamia, and be replaced by native armies from India and Africa in Egypt, artillery being provided by the Dominions. Egypt, he adds, is an ideal offensive base for operations on the Eastern shores of the Mediterranean, and the breaking down of the Turkish military power by the combined action of the Allies in Armenia, Mesopotamia and Egypt would be the best means of accomplishing the investment of the Austro-German armies and checkmating Germany's Eastern moves. The *Daily Mail* follows in the same strain, contending that, while it may be desirable to hold Salonika itself, anything beyond that is of doubtful wisdom. The advisability of abandoning the Balkan campaign has frequently been suggested since the collapse of Serbia, whose army really covered the Allied operations in Gallipoli, and this course has, presumably, gained fresh adherents since the downfall of Roumania. It is pointed out that General SARRAIL'S troops are exposed to the danger of Greek treachery in their rear, and that the expedition is absorbing an enormous amount of tonnage and making heavy demands upon the Navy. These are facts which cannot be disputed; the only question is whether the end which it is sought to attain justifies this expenditure of effort. The expedition was originally dispatched at the invitation of M. VENEZELOS, when he was Prime Minister of Greece, with the object of rendering assistance to Serbia. For this purpose, however, it was too weak. The Germans, aided by the Bulgarians, rapidly overran Serbia, and gained possession of the railway-line to Constantinople, thereby realising an ambition which they had cherished since the days of LIST. During the past year considerable reinforcements have been sent to Salonika, until now the force assembled in Macedonia is estimated at half-a-million men. The idea has been, apparently, to check Germany's advance to the sea, to preserve the neutrality of Greece, to prevent Roumania from yielding to the promises and threats of the enemy, and, eventually, to cut the communication between the Central European Powers and Turkey. Whether the present conditions in Greece and Roumania justify the withdrawal of the force is, apparently, the point at issue. Mr. WINSTON CHURCHILL has recently written strongly condemning this proposal. He lays stress upon the advantage of enclosing Germany within a circle of steel by completing that segment through which she now maintains her communications with the East. The moral and material effect of this would admittedly be considerable. While a condition approaching to stalemate obtains on the West it is advisable to seek for a decisive result in some other field which, under favourable conditions, might speedily be converted from a minor to a major theatre of war. The criticism which Mr. CHURCHILL levels against those who disapprove of the policy which has been followed in regard to the Balkans is that they are too prone to follow slavishly the teachings of military text-books, and that, as a consequence, their ideas have a tendency to become stereotyped. The Napoleonic maxim, to which they pin their faith, that the enemy should be struck where he is strongest, instead of dissipating one's force in minor operations, is admittedly sound in principle, but in present-day warfare it is foolish to adhere too closely to maxims which were laid down a century ago. Since Mr. CHURCHILL expressed these views, however, the general aspect of affairs has changed. Any opportunity that there may have been for achieving a rapid success in the Balkans has disappeared, and the recent victories on the Western front—more especially the results of the surprise attack by the French on Fort Douaumont, and by the British on the Ancre—have demonstrated the possibility of breaking through the enemy's lines at relatively small cost. At the same time there would appear to be some difficulty in relinquishing our responsibilities in Greece towards M. VENEZELOS and his followers, whose Provisional Government has already received recognition. The retention of a small force at Salonika would appear to be worse than useless if the KING of Greece were to decide openly to espouse the cause of the Central Powers. We are not likely, however, to be left long in doubt as to the course which it is intended to pursue, for the Conference of the Allies at Rome is reported to have reached complete agreement, and, obviously, one of the questions which came under consideration was the problem presented by the present Balkan situation.

Among the marriages announced to take place in the Colony shortly are the following:—Austin Charles Burford, land bailiff, Taipo, and Lena Grace Aris, *en route* by the s.s. *Malta;* Edward Newhouse, civil engineer, Hongkong Hotel, and Elsie Gertrude Hancock, Museum Road, Shanghai; Alan Covel Wylie, marine officer, s.s. *Haitan*, and Cona Keyarma, Monmouth Path, Wanchai; Vincent Dare Sorby, assistant, Hongkong Electric Co., and Josephine Patricia Conway, Military Quarters, Kennedy Road.

A robbery with violence has been reported to the Hongkong Police. The report states that some men entered 159, Queen's Road East, terrorised the occupants, and got away with two gold bangles valued at $200. The burglars got clear away.

Captain Mervyn Higgins, of the Australian Light Horse, who was killed on the British front on December 31st, was a nephew of Dr. G. E. Morrison, Peking. Deceased was a barrister-at-law practising at Melbourne, and enlisted as a private in the Australian Light Horse. A fine athlete, he rowed in the victorious Oxford eight of 1910.

A series of religious lectures will be given in the Helena May Institute on Tuesday afternoons at 5.30. As already announced the Bishop of Victoria will lecture on January 16th upon "How we got our Bible." On February 6th the subject will be "The Bible View of the Creation" and on February 13th "The Bible View of God." On February 20th the lecturer will be the Rev. J. Kirk Macconachie. On March 20th the subject will be "The present times in the light of Prophecy" and on March 27th the Rev. H. E. Anderson will lecture on "God's Inspired Word." These meetings are open to all women, and those interested are asked to keep these afternoons free from other engagments. On alternate Tuesdays a Bible Class is held at the same hour.

HONGKONG MAGISTRACY.

CANDOUR.

When charged with the theft of twenty rice bowls a Chinese coolie admitted the charge, but added, by way of excuse, that he took them because he wanted to use them!

He was sentenced to six weeks' hard labour.

THE GAMBLING SPIRIT.

The police at the Bay View Police Station are being much troubled by gamblers. When one of a school was charged with gambling before Mr. Wood, Sergt. Grimmett said that the police were having quite exciting times in chasing gamblers, who had now become so bold that they indulged in card games for money in the very shadow of the Police Station.

Mr. Wood fined the gamblers $3.

QUICKSILVER THIEF.

A remand was granted in a case in which a Chinese boy was charged with the theft of quicksilver of the value of $90. It was stated that the defendant entered a shop in Queen's Road by means of the window, and extracted the quicksilver from a large jar. He was seen leaving the shop at 5 a.m. and was promptly arrested. The quicksilver was handed out to another man who was waiting outside the shop, and who made good his escape when he saw that the long arm of the law had succeeded in reaching his fellow law-breaker.

THE PATIENT BURGLAR.

A Chinese youth was charged by Inspector Wills with being found in a house at Yaumati with the intention of committing a felony. The occupier of the house said he got out of bed at 4 a.m. and when about to open the door leading out of the bed-room was startled to see the defendant come out from under the bed, and bolt, while another man, who was apparently waiting outside the door, also joined the defendant in his escape. A chase ensued and the man in the dock was caught by an Indian constable.

Sentence of three months' hard labour and fours hours' stocks was imposed.

COMMITTED FOR TRIAL.

A Chinese Revenue Officer, who was charged with obtaining $100 by menaces, was committed by Mr. Wood to take his trial at the next Criminal Sessions. An alleged accomplice in the affair, an aged wharfinger, was also committed for trial. The complainant is a venerable boatwoman, who alleges that she was persuaded into parting with $100 by means of certain threats. The wharfinger told her that he was "acting on the authority of the Government," and that if she did not give him $100 he would hand her over to the Revenue Officer, who would take her to the police station, on some falsely constructed charge. The money was, she alleges, eventually given to the Revenue Officer.

WOMEN WAR WORKERS.

ACTIVITIES OF THE HONGKONG ASSOCIATION.

At the Committee Meeting of the above Association, held on the 3rd inst., it was reported that the different departments had sent the following to Queen Mary's Needlework Guild:—14 pairs pyjamas, 35 bed jackets, 17 scrubbers, 39 waistcoats, 6 pairs bed-boots, 97 milk covers, 5 surgical shirts, 28 pillow cases, 47 vests, 34 dressing gowns, 9 pocket books, 1 knitted cover, and magazines and cards (kindly sent by Mrs. Holyoak). 5,046 rolled, 86 many-tail, 43 eye, and 33 stump bandages, 1,064 swabs, 17 body belts, 3 surgical caps, and 6 anti-vermin shirts.

The knitted cover referred to was made by the Union Church Junior working party of squares knitted from odd pieces of wool, joined together, lined with crepe and bound.

Nothing has been packed since 14th December except bandages and hospital requisites, as work has been concentrated on a special object.

The Committee take this opportunity of tendering their grateful thanks to the Quarry Bay ladies and, more especially, the children for all the useful and excellent work they have sent and continue to send in.

APPEAL FOR OLD COTTON SHIRTS AND TROUSERS.

Donations of old drill or pique shirts, thick cotton dresses, drill trousers, etc., are asked for. These are used for making bed envelopes, *i.e.*, large bags of a regulation pattern for hanging on to Hospital beds to hold the belongings, papers, etc., of the occupants.

Gentlemen's old evening shirts are also asked for; these will have the stiff fronts and cuffs replaced by soft ones, and will then be gratefully received by the Hospitals for patients' use. The stiff fronts and cuffs are used by the Q.M.N.G. to make labels for stretchers and parcels. Any donations will be received at the City Hall addressed to Mrs. Aitken, H.K.A.W.W.W.

TORTURED BELGIUM.

M. MAETERLINCK'S APPEAL TO UNITED STATES.

The *Tribune* prints an appeal by M. Maeterlinck to the American people to intervene to save Belgians from Germany's monstrous inhumanity. The appeal was telegraphed from Paris by the *Tribune's* correspondent, of whom M. Maeterlinck said:—

"Tell the American people that the whole world is watching to see if they still retain the spirit of their fathers, the founders of their great country. Does America understand what is being done to Belgium and the Belgians? There are not words in the human language to tell the story. There is no precedent in history. One must go back beyond the Deluge. What Rome did was to make slaves, and care for them tenderly and preserve their lives and usefulness; what Germany is doing is wholesale murder. She seeks to destroy a race. Germany is practising not merely slavery, but death.

"The population of all Belgium is being systematically starved; consumption and other diseases stalk through the land; miserable inhabitants are dying like animls; women and children are being herded into Germany to make munitions for the German Army; every man between the ages of 18 and 30 is being taken. There are 50,000 Belgians under forced labour digging trenches for the Germans behind Soissons. They are half-starved men seized from the factories and dragged into the frozen fields of winter, clothed often only in single garment, driven with bayonet to dig trenches and set up wire entanglements. Only on Saturday I received word of the death of one of my old friends. He had been seized by one of the German slave-gangs and was killed in the first-line German trenches behind Soissons, where he was being forced to dig a trench for his captors.

"That is not war. That is murder. That is butchery. The United States signed treaties with Germany agreeing to abide by the principles of humanity in making war. Germany has broken these treaties, broken her faith, broken her word. Now let America act, let America at the head of a league of neutrals force Germany into the road of humanity. No mere words will suffice; there must be summary action. All the world knows the friendship of the American people for Belgium. Let them now force their will on the Government and make the Government act.

"I have watched the recent signs of the rising of the American people. It has been hard to understand why they have not risen before, but now they seem to be in motion. The world is watching to see if the strength of their fathers still lives in them. They are the only leaders great enough, and powerful enough to act. Force alone will serve."

NO MUFTI FOR OFFICERS IN LONDON.

Officers in London are now forbidden to wear mufti within the limits of the London District Command, except in private houses and in clubs of at least 25 years' standing.

As for some time past officers have been forbidden to dance at hotels and clubs in uniform, the dancing, which was to many such an objectionable feature at certain hotels and night clubs, must now be limited to civilians.

THE WAR.

GERMANY'S LATEST PEACE MOVE.

IMPORTANT RUSSIAN SUCCESS.

THE ALLIES GOLD POWER.

PRO-GERMANS IN SPAIN.

Russian Front.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

IMPORTANT RUSSIAN SUCCESS.

ADMISSIONS IN A GERMAN COMMUNIQUE.

PETROGRAD, January 10th.

The Dvina island, which was captured by the Russians, is about 100 miles south-east of Riga.

A German *communiqué* speaks of Russian raids in the vicinity of Friedrichstadt, fifty miles east of Mitau, hence the apparent renewed Russian activity in the north extends along a front of approximately 150 miles, including the important strategic positions of which Mitau is the most important as a depot for stores, and the junction of many railways and roads situated near a navigable river. It was a German attack which developed the important Russian counter-offensive which has already brought the Russians within a dozen miles of Mitau. The positions which they captured are between the western extremity of Lake Babit and the village of Kalnzem. North-west of Mitau there were strongly fortified tiers of considerable height above the flat country. Their conquest directly menaces Mitau.

The Balkans.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

DEALING WITH GREECE.

STRONGER ALLIED ACTION IMMINENT.

LONDON, January 10th.

That swifter action towards Greece will result from the Rome Conference appears from the statement made by M. Briand upon his return to Paris that he was fully satisfied as to Italy's strong resolution. He added:—"Italy's attitude was never doubtful, but a complete understanding has now been reached on matters and details."

It is assumed by the London papers that some extension of the Allied purpose in Greece beyond that in which Italy had previously joined is about to be made. Dr. Dillon declares that the Allies, with the exception of Italy, have throughout misunderstood the Greek imbroglio, and have failed to deal frankly and resolutely with King Constantine as an enemy. Their blockade had inflicted great hardships on the population, but it had left the Monarch unmoved.

The *Daily Telegraph*, commenting on Dr. Dillon's statement, says that it anticipates action which will not leave King Constantine unmoved.

EARLIER CABLES.

GERMAN COMMUNIQUE.

LONDON, January 9th.

A German official wireless message states that in heavy snow storms the Russians recaptured Glaudon Island, north of Illuxt. An attempt against the west bank of the Dvina failed.

The enemy are tenaciously defending the valleys from Bereczk mountains into the Moldavian Plain, but we are step by step advancing.

We stormed positions on both sides of the Casinu and Susita valleys. We have reached the Putna sector. The enemy are holding a new position on the opposite bank.

We drove back the Russians to the Crangeni-Nanesti line, and stormed Garleuska. Yesterday's captures now total 99 officers, 5,400 men and three guns.

CAPTURE OF FOCSANI.

PRESENT POSITION EXPLAINED.

LONDON, January 9th.

By the capture of Focsani, the Germans have turned the western extremity of the so-called Sereth lines, which run forty miles eastward from Focsani, but the Russians, who have been maintaining the brunt of the fighting while the Roumanians have been re-fitting their rear, have another defensive position along the river Sereth, behind which is the formidable line, the river Pruth. Both rivers must be forced before General Mackensen is able to enter Russian territory, unless he attempts the hazardous crossing of the Danube from the Dobrudja below Galatz. The length of the front on which General von Mackensen is operating with three armies, exclusive of the Dobrudja, is 120 miles, between the mouth of the Sereth and the Gyimes Pass. Half of this front lies in the mountains, where the fighting has consisted of a succession of struggles on isolated heights. The enemy has still to face the main positions on the heights west of Trotus and the Sereth.

Meanwhile, the Russians are greatly heartened over their success twenty miles west of Riga, where their spirited advance over frozen marshes has put forward their line at one point four miles.

Despatches from Petrograd indicate that the Russians are most hopeful of making the Germans pay dearly for the Roumanian operations by shattering the whole fabric of the German defence in the north.

GREECE AND THE ALLIES.

ATHENS, January 9th.

The Allies' Note gives guarantees against the extension of the revolutionary movement.

AUSTRIAN CLAIMS.

LONDON, January 9th.

An Austrian wireless message claims that the enemy were driven back south-eastward of Focsani, to the mouth of the Rimnic Sarat.

RUSSIAN CAPTURES.

ROUMANIANS FALL BACK.

PETROGRAD, January 9th.

A Russian official wireless message states:—We threw back the enemy in an offensive westward of Riga and captured an island in the westward Dvina river, north of Dvinsk; also seven machine-guns, and four trench mortars.

We defeated attacks south of the Oituz river.

The Roumanians fell back for six versts west of Monestar Kachinul, on the Kasino River. We took up new positions on the line formed by the Putna and Sereth rivers.

GRAIN AT BRAILA.

GERMANS CLAIM BIG HAUL.

AMSTERDAM, January 9th.

German correspondents claim that 300 waggon loads of grain were captured at Braila. They also confirm the destruction of factories, and state that most of the population remain.

AGRICULTURAL MUNITIONS.

NEW GOVERNMENT DEPARTMENT.

LONDON, January 9th.

Mr. C. Addison, Minister of Munitions, has created an agricultural machinery branch to deal with the manufacture of machinery and implements, which will be classed as munitions work.

Naval Activities.

EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

GERMAN CLAIMS.

THE WORK OF A SUBMARINE.

LONDON, January 9th.

A Berlin official message claims that a German submarine torpedoed and sank in the Aegean Sea on December 27th a convoyed French battleship, the *Gaulois;* in the Mediterranean on the 1st inst. the *Invernia*, a fully laden British troop transport convoyed by destroyers; and on the 3rd inst. an armed and heavily laden transport of 6,000 tons.

General.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

RUSSIAN MINISTERIAL CHANGES.

PETROGRAD, January 10th.

The Premier, M. Trepoff, and the Minister of Education, M. Ignatieff, have resigned. Prince Golitzine has been appointed Premier, and M. Kultchitsky has been appointed Minister of Education.

SPANISH POLITICAL TROUBLES.

MADRID, January 10th.

The Cabinet remains in office.

[An earlier cable announced that the Cabinet had resigned.]

GERMANO-TURKISH RELATIONS.

COMMERCIAL AND POLITICAL TREATIES.

AMSTERDAM, January 10th.

The *Vossische Zeitung* states that Germano-Turkish commercial and political treaties have been ratified.

KING OF BAVARIA AND PEACE.

AMSTERDAM, January 10th.

The King of Bavaria, in a pronouncement made at Munich, states:—"Though victorious, we offered peace. We must now continue to fight and be victorious, till our enemies ask for a peace worthy of our gigantic sacrifices."

EARLIER CABLES.

POLITICAL TROUBLES IN SPAIN.

PRO-GERMANS AND THE PEACE PROPOSALS.

MADRID, January 9th.

The Cabinet has resigned.

LATER.

The resignation of the Spanish Cabinet follows a violent pro-German attack upon the Romanones Ministry, in consequence of its refusal to support President Wilson's Peace Note.

As an instance, the pro-German journal, *Lenacion*, recently published an interview with a high diplomat, who was understood to be the German Ambassador to Madrid, declaring that the submarining of Spanish ships was "a severe lesson" in view of Signor Romanone's siding with the Allies, and not taking the chance of mediating in the war.

The opposition organ, *Laipocu*, thereupon declared that Spain could not accept lessons from foreigners.

KING HUSSEIN.

VISIT TO ALLIED WARSHIPS.

CAIRO, January 9th.

King Hussein paid a visit to the Allied warships at Jeddah. He was welcomed by a French cruiser Commander. His Majesty expressed pleasure at his visit to brave and heroic allies, who had proved their virtues to the world, and who merited all respect and honour.

The King also visited British cruisers, and addressed the Indian sailors in Arabic, speaking words of counsel.

HEAVY FLOODS IN QUEENSLAND.

BRISBANE, January 9th.

The floods in Queensland are the greatest which have occurred for half a century. Pianos are lodged in the trees at Clermont.

PEACE MANŒUVRES.

GERMANY STILL FISHING.

AMSTERDAM, January 9th.

After the Entente have replied to President Wilson, Dr. von Bethmann Hollweg, in the Reichstag, will further define the position of Germany and her Allies. Germany will simultaneously address representations to neutrals who have supported President Wilson's proposal.

GERMANY ANGRY WITH AMERICA.

"EVERY REASON TO BE FRIENDLY."

The *Rheinisch Westfaelische Zeitung*, in a bitter article, says:—"Americans have every reason to entertain the most friendly feelings towards us, since they have done everything to oblige Great Britain and nothing to oblige Germany." The paper also endorsed Count Reventlow's views with regard to the singling out of the German War Heads, and contends that if America is really in earnest about the restoration of peace she should state the conditions of her friendship not to Berlin but to London.

PERSIAN OIL.

FAILURE OF GERMAN AGENTS.

LONDON, January 9th.

At a meeting of the Anglo-Persian Oil Company, Mr. Greenway, the Chairman, said the result of the year was satisfactory, considering the war. The German attempts to induce Persia to depart from her neutrality had completely broken down, and the German agents, completely discredited, had either cleared out or were seeking refuge with the Turks. The relations between the Company and the Persian Government were most cordial, and despite the difficulties considerable progress had been made with the new pipe lines, which was further evidence of the extraordinary richness and extent of the oilfields in Persia. By acquiring two thirds of the interest of the Company the Imperial Government had secured for the nation an enormously valuable asset, while affording the British consumers the most valuable safeguard against monopoly.

LANCASHIRE COTTON.

INCREASED EXPORTS.

LONDON, January 9th.

The Board of Trade returns show that Lancashire shipped 5,255½ million yards of cotton cloth in 1916, against 4,748½ yards in 1915. The exports of grey cloths show a falling off, but the export of bleached and printed dyed goods is increasing.

MADE IN GERMANY.

ANOTHER FALSEHOOD EXPOSED.

LONDON, January 9th.

The Allies' holdings of gold are estimated at £557,702,000, compared with £123,954,000, as was announced by the German Reichsbank. The British Empire's holdings are £164,945,000.

NEW BRITISH MINISTER TO HOLLAND.

THE HAGUE, January 9th.

Sir Walter Townley, K.C.M.G., has been appointed British Minister.

MR. LLOYD GEORGE RETURNS.

LONDON, January 9th.

Mr. Lloyd George has returned to London from Rome.

ITALIAN SHIPPING.

ROME, January 9th.

Italy is assigning £6,000,000 for the construction of merchantmen in 1917.

MR. LLOYD GEORGE TO EXPLAIN WAR LOAN.

LONDON, January 9th.

Mr. Lloyd George will speak at the Guild Hall war loan meeting to be held on the 11th inst.

OBITUARY.

SIR WILLIAM MAGNAY.

LONDON, January 9th.

The death is announced of Sir William Magnay, the novelist.

[Among the deceased's publications were "The Amazing Duke," and "The Duke's Dilemma."]

ART TREASURES OF ROUMANIA.

THE ROYAL PICTURES.

GREAT NATIONAL MEMORIALS.

[FROM A CORRESPONDENT TO "THE TIMES."]

Roumania has too often been regarded merely as a great grain-producing country, and as the place whence large stores of oil and corn have been received.

The student of pictorial art and the man interested in remarkable architecture have seldom felt that it was worth their while to venture into that country. There are, however, in Roumania, awaiting more careful study on the part of Western students, many treasures which would well repay closer investigation.

All who know the country have been filled with anxiety lest the Germans in their onward march should injure or destroy the great church of Curtea de Arges, one of the most imposing churches in Europe, successfully restored to something of its early magnificence by the late King. This extraordinary building was founded in 1517 by Prince Neagoe and his wife Despina, of Serbia, and was dedicated to the Blessed Virgin.

The 15th century was a period of considerable moment in what we now term Roumania. Mircea, the Voivode of Wallachia, who died in 1418, was responsible for the foundation of two or three ecclesiastical buildings, Stephen the Great, Voivode of Moldavia (1457-1504) for 40; but the Prince and Princess to whom we have just referred determined that their cathedral should excel in beauty all that had preceded it; and in the days of its early glory it must have been magnificent indeed. Neagoe's successor, Theodosius, continued the work of his father, but it was Radul d'Afumati who completed the building.

For a very long period the districts of Wallachia and Moldavia were simply roads across which the Turks passed in their expeditions against Hungary and Transylvania, and many of the fine monastic buildings erected by the Voivodes were altered, injured, or destroyed while Roumania was under the Turkish yoke. In 1866, when King Carol visited the place, he found it largely in ruin. He took the advice of Viollet le Duc, who recommended an artist named Lecomte de Nouy, and under his skilful attention the great church was restored and re-opened on October 12th, 1886. Lecomte visited other great national memorials, the churches at Jassy, Horez, Cozia, Valcea, Padure, and Campulung, and from these famous buildings, all well worth study by the modern student of architecture, he acquired a good knowledge of 16th and 17th century Roumanian work. The building now re-erected is superb, with wonderful frescoes and mosaics, glorious bronzes and rich marble, the whole place a glowing feast of colour; the architecture a strange mingling of that of the Arab and the Roman, eminently characteristic of the people whose national shrine it has become. In the interior the tombs of the founders and their successors belong to the original building, but of the smaller objects with which Neagoe and Despina enriched their foundation there is but little remaining.

In the convent of Krusedol is certainly preserved the collar of a chasuble wrought by Despina and her four children for the cathedral, and completed on the 15th of June, 1519, as the needlework inscription still sets forth, and in the great church itself are two fine images or icons which belonged to the founders, having on one of them Despina represented with her son Theodosius in her hands, and the inscription, "O Queen of Heaven receive thy servant, John Theodosius, and guard him in thy kingdom." There is furthermore a piece of beautiful material from a robe found in one of the tombs carefully preserved in the cathedral.

KING CAROL'S PICTURES.

Not alone, however, to the student of architecture does Roumania offer attractions, although it is strange that so few persons have cared to study the famous Roman Basilica and the great Trajan monument at Adamklisi, commemorating his Dacian victories, or the important churches and monasteries, some of which we have already mentioned. In the possession of the King, however, partly in the palace of Sinaia and partly in Bukharest, is a collection of pictures of high importance. King Carol had an opportunity in his more youthful days of purchasing in Paris the entire collection of pictures gathered together by M. Bamberg, containing works, some of which had come from the gallery of the Marquis Las Marismas, others from that of Marshal Soult, and others from a Spanish collection sold in London in 1853. In consequence of these purchases, it is really necessary for the student of Spanish art to go to Roumania to see many of the finer examples of the painters of that country. The collection is especially notable for the fact that it contains nine paintings by that remarkable artist El Greco, the chief being his portrait of Diego Covarruvias.

All the great Spanish masters are, however, well represented. There are two, if not three, works by Velasquez, one a splendid portrait of Cardinal Galli. There are three by Zurbaran. There is a wonderful Flagellation by Alonso Cano, and there are paintings by Murillo, Valdès Léal, Luis Tristan, Antonio del Rincon, Alonso Coëllo, and others. The King's collection is, however, by no means exclusively of Spanish pictures. The Italian masters are also well represented. There is even a work attributed, and not without some reason, to Squarcione, whose paintings are of such extraordinary rarity. There is one probably by Botticelli, a very important work by Mantegna, two fine groups by Signorelli, a delightful Virgin and Child by Antonello da Messina, a wonderful Holy Family by Luini, and fine paintings by Francia, Correggio, and Tiepolo, with two attributed, on quite sound foundations, to Titian, and more than one bearing the high-sounding names of Tintoretto, Paólo Veronese, and Palma Vecchio.

In the German school Cranach and Aldegrever find good representatives; there is at least one work by Rembrandt, and at least one by Reubens, a portrait that may well be given to Clouet, and ten panels, forming the decoration of a boudoir, which undoubtedly came from the hands of Lancret.

(Continued at foot of next column.)

THE ORSOVA REARGUARD.

STORY OF A HEROIC FIGHT.

The Austrian *communiqué* announcing that the Roumanian troops, cut off in Western Roumania, were still fighting and have been gradually dispersed, serves to recall attention to the deeds of this gallant force which have escaped attention in the stress of graver events, but which well deserve to be noted.

The story of their hopeless struggle is known almost exclusively from the occasional references to them in the enemy's official reports. It was about November 14th that the decisive battle was fought at Tirgu Jiu, which opened the way into the plain, and thus cut off this fragment of the 1st Army. It is not known here what the strength of this rearguard is, but the first anxieties lest the whole of the Orsova army was cut off happily proved to be unfounded, and they were stated to number a few battalions only.

On November 18th, with the arrival of the enemy at the Orsova railway, the hope of rescue was practically abandoned, and by November 24th doubt became certainty, as Falkenhayn's troops reached Turnu Severin, on the Danube. The same day, however, it became clear that escape was not contemplated; the rearguard had remained on the Cerna, keeping its hold on the Danube to the last, and depriving the enemy of the enormous transport facilities offered by the river. Orsova, however, was taken, and on November 25th the Austrian *communiqué* shows that the remnants of the rearguard are still fighting stubbornly, having retired to the wooded mountains north-east of Turnu Severin.

In the meantime, the Russians reported that they had attacked the enemy, dispersed them, and captured three guns. On November 27th they had taken another direction, and were south-east of Turnu Severin—still the region of the Danube; the Germans say they have lost 1,200 prisoners. Four days later they are "striking about in varying directions," but, according to Berlin, "cannot escape from their inevitable fate." They lost a further 300 prisoners.

What effect this devoted band has had in harrying the German rear can only be imagined. From November 18th at the latest they have been entirely cut off from all touch with the main army, they have refused to surrender, and are still unconquered. The Austrians last month said they were being followed up "in a continual encircling pursuit," and added that the Danube has now—fully a fortnight after the rearguard's line of retreat was closed—been opened.

WAR NEWS.

THE SERGEANTS SARCASM.

The latest batch of recruits were giving their sergeant an unbelievable amount of trouble. He was an old soldier of 30 years' experience, and the poor attempts of his new squad to understand the mysteries of army drill nearly drove him frantic. At last, in desperation, he called the men to stand at ease, as he wished to tell them a little story. It was this: "When I was a tiny boy," he said, "I had a box of wooden soldiers. One day I lost them, and cried bitterly. They told me not to worry, as they'd turn up some day; and now, to think that after 30 years I've just found the little devils."

A WONDER OF THE WAR.

The appearance of Japan as a creditor to the greatest commercial and industrial country in the world is one of the wonders for which the war is responsible. It is true that the United States has been converted from a debtor into a creditor country. Yet nobody would have dreamed of a country like Japan, where the adoption of an economic system after the Western model is a comparatively recent event, could lend money to Great Britain and France. All the same, it is satisfactory that Japan should have attained such a position. It is, indeed, an indisputable demonstration of the great financial development which is taking place in Japan.—*Statist.*

MAN WHO RESIGNED COMMISSION TO GET TO THE FRONT.

Failing, owing to an old injury, to obtain permission from the medical board to go to the front, John Hamilton Sinclair resigned his commission in the Cameronians and enlisted as a private in the Argyll and Sutherland Highlanders. He has just fallen fighting in the ranks after eighteen months of active service.

Private Sinclair, who is a member of a well-known family and has relatives at Lisburn, County Antrim, was one of the first volunteers for service in South Africa, where he obtained a commission, rose to the rank of captain, and was mentioned in despatches. After his recovery from a severe accident he went to Canada, and when the war began he joined the first Canadian contingent, travelling at his own expense 3,000 miles to enlist. He was given a commission in the Cameronians shortly after his arrival in England.

The late King had an excellent catalogue of his pictures prepared in sumptuous form, and a similar volume describes the contents and the decoration of his beautiful palace at Sinaia, while of the great church at Curtea de Arges he instructed Herr Jaffe to prepare a monumental work in elephant folio, richly illustrated, giving full details concerning the history of the famous building. We have these privately printed volumes before us, gifts from the late King, enriched with his signature, and they testify to his judgment and skill, and show that the first sovereign of the united country was not only a valiant soldier, but a profound student of the art of his own country, and of the work of the artists of all the Western world. His successor has every claim upon the sympathy of English art students in his many and grievous troubles.

OUR ARMY AT SALONIKA.

GENERAL MILNE'S DISPATCH.

War Office, December 8th, 1916.

The Secretary of State for War has received the following dispatch from Lieutenant-General G. F. Milne, C.B., D.S.O., Commanding British Salonika Army:—

Headquarters, British Salonika Army,
October 8th, 1916.

SIR,—I have the honour to submit the following report on the operations carried out by the British Salonika Army since I assumed command on May 9th, in accordance with instructions received from the General Officer Commanding-in-Chief, Egyptian Expeditionary Force.

On that date the greater part of the Army was concentrated within the fortified lines of Salonika, extending from Stavros on the east to near the Galiko River on the west; a mixed force, consisting of a mounted brigade and a division, had been pushed forward to the north of Kukush in order to support the French Army which had advanced and was watching the right bank of the Struma River and the northern frontier of Greece. Further moves in this direction were contemplated, but, in order to keep the Army concentrated, I entered into an agreement with General Sarrail by which the British forces should become responsible for that portion of the Allied front which covered Salonika from the east and north-east. By this arrangement a definite and independent area was allotted to the Army under my command. On June 8th the troops commenced to occupy advanced positions along the right bank of the River Struma and its tributary the River Butkova from Lake Tachinos to Lozista village. By the end of July, on the demobilization of the Greek Army, this occupation had extended to the sea at Chai Aghizi. Along the whole front the construction of a line of resistance was begun; work on trenches, entanglements, bridgeheads, and supporting points was commenced; for administrative purposes the reconstruction of the Salonika-Seres road was undertaken, and the cutting of wagon tracks through the mountainous country was pushed forward.

On July 20th, in accordance with the policy laid down in my instructions, and in order to release French troops for employment elsewhere, I began to take over the line south and west of Lake Doiran, and commenced preparations for a joint offensive on this front. This move was completed by August 2nd, and on the 10th of that month an offensive was commenced against the Bulgarian defences south of the line Doiran-Hill 535. The French captured Hills 227 and La Tortue, while the British occupied in succession those features of the main 535 ridge now known as Kidney Hill and Horseshoe Hill, and, pushing forward, established a series of advanced posts on the line Doldzeli-Reselli. The capture of Horse-shoe Hill was successfully carried out on the night August 17-18 by the Oxfordshire and Buckinghamshire Light Infantry at the point of the bayonet in the face of stubborn opposition. The enemy's counter-attacks were repulsed with heavy loss.

As a result of these operations it became possible to shorten considerably the Allied line between Doiran Lake and the River Vardar, and on August 29th, in agreement with General Sarrail, I extended my front as far as the left bank of that river so as to set free more troops for his offensive operations. This relief was completed by August 31st, the position then held extending from Hill 420 to the Vardar River just north of Smol. In the Struma Valley a French mounted detachment was at the same time pushed forward to Seres.

BULGARIAN INVASION OF MACEDONIA.

On August 17th the Bulgarians, who, at the end of May, had entered Greek territory by the Struma Valley and moved down as far as Demir Hissar, continued their advance into Greek Macedonia. Columns of all arms advanced from seven different points, between Sarisaban, on the Mesta, and Demir Hissar. The four eastern columns converged on the country about Drama and Kavala, while the remainder moved southwards on to the line of the Struma from Demir Hissar towards Orfano. On August 19th a mounted brigade with one battery carried out a strong reconnaissance, and found the enemy in some force on the line Prosenik-Barakli Djuma; on the following day, after being reinforced by a battalion, this brigade again advanced in conjunction with the French detachment. These attacking troops, after encountering the enemy in force on the line Kalendra-Prosenik-Haznatar, withdrew after dark to the right bank of the Struma. The French detachment was subsequently placed under the orders of the General Officer Commanding British troops on this front, and received instructions to co-operate in the defence of the river line.

On August 21st the railway bridge near Angista Station was demolished by a detachment from the Nechori garrison, and three days later two road bridges over the Angista River were destroyed. Both these operations were well carried out by yeomanry, engineers, and cyclists in the face of hostile opposition.

The Bulgarians continued their advance into Eastern Macedonia unopposed by the Greek garrison, and it was estimated that by the end of August the enemy's forces, extending from Demir Hissar southwards in the Seres sector of the Struma front, comprised the complete VII. Bulgarian Division, with two or three regiments of the XI. Macedonian Division, which had moved eastwards from their positions on the Beles mountain to act as a reserve to the VII. Division, and at the same time to occupy the defences from Vetrina-Puljovo northwards. Opposite the Lower Struma was a brigade of the II. Division, with a brigade of the X. Division in occupation of the coast and the zone of country between Orfano and the Drama-Kavala road. This brigade of the X. Division was supported by another brigade in the Drama-Kavala area. As a result of this advance and of a similar move in the west General Sarrail decided to entrust to the British Army the task of maintaining the greater portion of the right and centre of the allied line.

STRUMA CROSSED IN SIX PLACES.

On September 10th detachments crossed the river above Lake Tachinos at five places between Bajraktar Mah and Dragos, while a sixth detachment crossed lower down at Neohori. The villages of Oraoman and Kato Gudeli were occupied, and the Northumberland Fusiliers gallantly captured Nevolien, taking 30 prisoners and driving the enemy out of the village. The latter lost heavily during their retirement and in their subsequent counter-attack. They also suffered severely from our artillery fire in attempting to follow our pre-arranged movements to regain the right bank of the river.

On the 15th similar operations were undertaken, six small columns crossing the river between Lake Tachinos and Orljak bridge. The villages of Kato Gudeli, Dzami Mah, Agomah, and Komajan were burnt and 27 prisoners were taken. The enemy's counter-attacks completely broke down under the accurate fire of our guns on the right bank of the river. On the 23rd a similar scheme was put into action, but a sudden rise of three feet in the Struma interfered with the bridging operations. Nevertheless the enemy's trenches at Yenimah were captured, 14 prisoners taken, and three other villages raided. Considerable help was given on each occasion by the French detachment under Colonel Bescoins, and much information was obtained which proved to be of considerable value during subsequent operations.

On the Doiran-River Vardar front there remained as before the whole of the Bulgarian IX. Division, less one regiment, a brigade of the II. Division, and at least two-thirds of the German 101st Division, which had entrenched the salient north of Machukovo on the usual German system. To assist the general offensive by the Allies I ordered this salient to be attacked at the same time as the Allied operations in the Florina area commenced. With this object in view the whole of the enemy's entrenched position was subjected to a heavy bombardment from September 11th to 13th, the south-west corner of the salient known as the Peton des Mitraillenses being especially selected for destruction. The enemy's position was occupied during the night 13th-14th, after a skilfully-planned and gallant assault, in which the King's Liverpool Regiment and Lancashire Fusiliers specially distinguished themselves. Over 200 Germans were killed in the work, chiefly by bombing, and 71 prisoners were brought in. During the 14th the enemy concentrated from three directions a very heavy artillery fire, and delivered several counter-attacks, which were for the most part broken up under the fire of our guns. Some of the enemy, however, succeeded in forcing an entrance into the work, and severe fighting followed. As hostile reinforcements were increasing in numbers, and as the rocky nature of the ground rendered rapid consolidation difficult, the troops were withdrawn in the evening to their original line, the object of the attack having been accomplished. This withdrawal was conducted with little loss, thanks to the very effective fire of the artillery. During the bombardment and subsequent counter-attack the enemy's losses must have been considerable. On the same front on the night of the 20th-21st, after bombarding the hostile positions on the Crête des Tentes, a strong detachment raided and bombed the trenches and dug-outs, retiring quickly with little loss. A similar raid was carried out north-east of Doldzeli.

In addition to these operations and raids, constant combats took place between patrols, many prisoners being captured, and several bombing raids were carried out by the Royal Flying Corps.

HOLDING THE BULGARIANS.

In order further to assist the progress of our Allies towards Monastir by maintaining such a continuous offensive as would ensure no transference of Bulgarian troops from the Struma front to the west, I now issued instructions for operations on a more extensive scale than those already reported. In accordance with these the General Officer Commanding on that front commenced operations by seizing and holding certain villages on the left bank of the river with a view to enlarging the bridgehead opposite Orljak, whence he would be in a position to threaten a further movement either on Seres or on Demir Hissar. The high ground on the right bank of the river enabled full use to be made of our superiority in artillery, which contributed greatly to the success of these operations. The river itself formed a potential danger, owing to the rapidity with which its waters rise after heavy rain in the mountains, but by the night of September 29th sufficient bridges had been constructed by the Royal Engineers for the passage of all arms. During the night September 29th to 30th the attacking infantry crossed below Orljak bridge and formed up on the left bank.

At dawn on the following morning the Gloucester and the Cameron Highlanders advanced under cover of an artillery bombardment, and by 8 a.m. had seized the village of Karadjakoi Bala. Shortly after the occupation of the village the enemy opened a heavy and accurate artillery fire, but the remaining two battalions of the brigade, the Royal Scots and Argyll and Sutherland Highlanders, though suffering severely from enfilade fire, pushed on against Karadjakoi Zir. By 5.30 p.m. that village also was occupied, in spite of the stubborn resistance of the enemy. Attempts to bring forward hostile reinforcements were frustrated during the day by our artillery, but during the night the Bulgarians launched several strong counter-attacks which were repulsed with heavy loss. During the following night determined counter-attacks of the enemy were again repulsed, and by the evening of October 2nd the position had been fully consolidated. Preparations were at once made to extend the position by the capture of Yenikoi, an important village on the main Seres road. This operation was successfully carried out by an infantry brigade, composed of the Royal Munster and Royal Dublin Fusiliers, on the morning of October 3rd, after bombardment by our artillery. By 7 a.m. the village was in our hands. During the day the enemy launched three heavy counter-attacks. The first two were stopped by artillery fire, which caused severe loss. At 4 p.m. the village, the ground in the rear and the bridges were subjected to an unexpectedly heavy bombardment from several heavy batteries which had hitherto not disclosed their positions. Following on the bombardment was the heaviest counter-attack of the day, six or seven battalions advancing from the direction of Homondos, Kalendra, and Topalova with a view to enveloping our positions. This attack was carried forward with great determination, and some detachments succeeded in entering the northern portion of Yenikoi, where hard fighting continued all night, until fresh reinforcements succeeded in clearing out such enemy as survived. During the following day the consolidation of our new line was continued under artillery fire. On the 5th, after a bombardment, the village of Nevolien was occupied, the Bulgarian garrison retiring on the approach of our infantry. By the following evening the front extended from Komarjan on the right *viâ* Yenikoi to Elisan on the left. On the 7th a strong reconnaissance by mounted troops located the enemy on the Demir Hissar-Seres railway, with advanced posts approximately on the line of the Belica stream and a strong garrison in Barakli Djuma. On October 8th our troops had reached the line Agomah-Homondos-Elisan-Ormanli, with the mounted troops on the line Kispeki-Kalendra. The enemy's casualties during these few days were heavy, over 1,500 corpses being counted in the immediate front of the captured localities. Three hundred and seventy-five prisoners and three machine-guns were taken.

I consider that the success of these operations was due to the skill and decision with which they were conducted by Lieutenant-General C. J. Briggs, C.B., and to the excellent co-operation of all arms, which was greatly assisted by the exceptional facilities for observation of artillery fire. The Royal Flying Corps, in spite of the difficulties which they had to overcome and the great strain on their resources, rendered valuable assistance. Armoured motor-cars were used with effect.

The peculiar conditions that obtain in this country have called from the Royal Engineers work of an arduous and important kind, demanding the constant application of improvised methods. Road construction and road maintenance have been continuous.

The Ordnance Services have been uniformly satisfactory throughout, and the provision made to satisfy the requirements of the troops, together with the forethought displayed in anticipating these requirements, reflects the greatest credit on the officers of the Army Ordnance Department and all ranks of the Army Ordnance Corps.

The reorganization on a pack scale of this army has necessarily thrown a considerable additional amount of work on the Remount Department, but the task of receiving and forwarding the large number of animals that arrived has been ably coped with, and has proceeded without a hitch.

On the enforcement of martial law the management of the three lines of railway radiating from Salonika had to be undertaken by the Allies; one line, the Junction-Salonika-Constantinople line, is now entirely administered by the British Army; this, together with the additional railway traffic involved by the arrival of the Serbian Army, as well as the Russian and Italian troops, has thrown a considerable strain on the railway directorate, which, however, has successfully risen to the occasion, and has worked harmoniously and smoothly with the French military and Greek civil officials.

MEDICAL SERVICES AND MALARIA.

I desire specially to acknowledge the excellent work rendered by Surgeon-General H. R. Whitehead, C.B., and all ranks of the medical services under his command during a period in which sickness was prevalent. All branches of the Royal Army Medical Corps and the Canadian Army Medical Corps deserve the greatest commendation and have fully maintained their high traditions of efficiency.

The medical services have been called upon to face problems of great difficulty. It can be easily realized that in a climate varying from severe cold to intense damp heat, and in a mountainous country deficient in water, poorly supplied with roads, without local resources, and where dysentery and malaria are rife, the duties and responsibilities of these services must necessarily be heavy. Experiments as to the most efficacious types of mountain ambulance transport had been conducted in the winter and spring, and as a result travois, mule litters, and cacolets now form integral portions of each field ambulance.

During the same period exhaustive measures were taken for an anti-malarial campaign. Officers with special knowledge were appointed to supervise anti-malarial work; swampy areas were drained and the defensive lines then held carefully surveyed with a view to only the most healthy portions being held. Although malaria has still been the prevailing disease, yet I feel certain that these careful precautionary measures have been greatly instrumental in lessening its intensity. The move to the valley of the Struma in June tested all the preparations made, and severely tried the medical resources. The area occupied was found to be highly malarious, the heat intense and damp, and the single road from the base long, hilly, and of uneven surface. The organization of this line of evacuation and the arrangement of halting places and refilling points was, however, successfully undertaken.

The work performed by the Motor Ambulance Convoys was invaluable. From the eastern extremity of the British line of defence evacuation by sea is the only feasible course. Three distinct systems are therefore in operation at one and the same time, by railway, by road, and by sea, all converging on one base.

When active operations commenced the *rôles* of the various forms of mountain ambulance transport organized for the field ambulances became apparent. On open hillsides, along the beds of ravines, over slopes covered with scrub, relay parties of stretcher-bearers, travois, litters, and cacolets, conveyed the wounded back to the dressing stations.

The advice of the consultant physicians and surgeons, and of the medical experts who have visited this army, has considerably aided in the maintenance of a high standard of technical efficiency. I cannot conclude my remarks on the medical services without paying testimony to the devoted service rendered by the nursing sisters belonging to the various hospitals.

(*Continued at foot of next column.*)

I further wish to thank the British Red Cross Society and Order of St. John for its help and assistance. The Commissioner, Mr. H. L. Fitzpatrick, has been indefatigable in his endeavours for the welfare and comfort of the sick and wounded in both the Base hospitals and field units.

CONTROL OF THE CUSTOMS.

On the declaration of martial law at Salonika on June 3rd, certain administrative functions had necessarily to be taken over from the Greeks by the Allies; amongst these was the control of the Customs, which is now administered by a Greek director working under the supervision of a commission composed of British and French officers directed by French Headquarters. The administration of this important office has been conducted with discretion and common sense.

Finally, I should like to express my warm appreciation of the close co-operation afforded me by Vice-Admirals Sir John de Robeck, K.C.B., and Sir Cecil Thursby, K.C.M.G., and by the officers and men of the Royal Navy under their orders, in all matters connected with both active operations at the mouth of the Struma and in the well-being of the Army. The harmonious relationship that has existed between the two services has greatly assisted combined action. The naval transport officers on the lines of communication have worked untiringly, efficiently, and cordially with their Army colleagues. The Royal Naval Air Service has also afforded me valuable information."

IMPORTANCE OF TRIFLES.

DETAILS THAT GREATLY COUNT IN BUSINESS.

One of the explanations most frequently given of German success in foreign markets is their readiness to accept very small orders and to devote great care to carrying them out punctually and well. Not only do a large number of small orders make up quite a considerable trade, but what is still more important, the smallest order may turn out to have been given as a trial of quality and service, and prove the precursor of business on a much larger scale.

It is not only in the foreign trade, however, that the attention given to small orders is important. It is one of the secrets of success of the big retail stores that, as a general rule, the larger the establishment the warmer is the welcome extended to the smallest purchaser. The proprietors of these great businesses know that a customer who drops in for a collar stud or a hairpin may be quite able to come back and give a three or four figure order, and will very likely do so, if the first small demand is satisfied promptly and courteously. They, therefore, make it their business to see that their assistants attend to a small order with as much alacrity and civility as to a large one, devote as much care to getting down exactly the right article, and pack it as safely and neatly.

Nor is salesmanship the only branch of business in which small things count. Small economies are the backbone of sound finance. Sudden large retrenchments in any branch of expenditure are apt to have a crippling effect, and to result in a loss greater than the gain. Real economies come rather from the elimination of countless small items of waste. This does not mean that a cheese-paring policy is a wise one. Every business man who wishes for success must be prepared to spend money largely for a purpose. It is the little margins of superfluous expense or wasted effort repeated many thousand times which run away with profits. This is why cost accountancy has become such an important feature of the modern business house. To save a decimal part of a penny in the manufacture of an article is well worth while when that article is being produced in tens of thousands.

DETAILS THAT COUNT.

So with effort. That a man should have to walk ten unnecessary yards in the day owing to the bad arrangement of the business premises seems a very trivial matter. But when some hundreds of employees walk ten yards each every day for year after year it becomes a very serious item, accounting for a great number of wasted hours. A very great part of office and works organisation consists simply in getting rid of the small delays and trifling obstructions which seem so unimportant in themselves, but which account between them for so much waste time and irritation. The mislaid letter, the inaccurate address, can give a surprising amount of trouble.

The right arrangement of office furniture, so that the light shall fall upon the desk over the left shoulder, may make quite a difference to the comfort, and therefore to the efficiency, of the office worker. There are a hundred petty details which, trivial in themselves, have a big cumulative effect in the smooth working of the business. All these should receive attention, not necessarily from the principals but from managers and employees. For the responsible head of a business or a department to overburden his mind with details is a fatal mistake. But it is up to him so to train and organise his staff that this shall not be necessary. A realisation of the importance of small things is indeed one of the first lessons in business efficiency. But in order that it may not result in faddiness and waste of effort it must be accompanied with a sense of proportion and the knowledge that these things are not of importance in themselves, but only in relation to the whole.

There are two types of employes who are especially aggravating to a business man. One is the careless worker who thinks his job is too unimportant to matter, and causes endless worry and waste of time by his inaccuracies and negligences. The other is the fussy person who believes that the whole business revolves on his particular cog-wheel and laboriously elaborates every detail of the more inessential routine. The ideal employe—and, indeed, the ideal employer—is the man who can appreciate the importance of small things without allowing them to obscure his vision of the larger issues. Such a one will never neglect the smallest detail upon which something bigger than itself may hang; but he will never waste time upon what is irrelevant at the expense of the things that matter.

A CITIZEN ARMY FROM WITHIN.

III.—CONSCIENCES AT PEACE.

[FROM A CORRESPONDENT.]

In the two previous articles the unconscious courage of our citizen soldiers has been discussed and their invariable habit of regarding everything that the war brings them as a perfectly ordinary and even jolly affair illustrated by one or two concrete examples. But there are beneath the humorous unconcern inherent in the British character several undercurrents of feeling in these men which are of real assistance to them.

In the first place, in their civilian lives they met with many problems for the most part of ways and means; their minds now are entirely set free of these, for themselves at any rate. Whatever they have is brought to them; it comes by the transport or the post, or from their quartermaster-sergeants; and in consequence life, though it may be dangerous, arduous, and full of discomfort, has at least the outstanding merit of supreme simplicity. In the trenches if it—whatever it may be—hasn't come with the rations, it isn't coming at all; in billets there is the additional possibility of getting it at a canteen or little shop, but the contents of these are not variable, and there is usually as little ground for uncertainty as there is cash to expend; it definitely either is or is not forthcoming. Then, again, the vital needs of men are seen to be few indeed compared to the variety of possessions with which he encumbers himself in peace—and he finds he can do without needs even on occasion. And moreover, a higher authority than will and the power of the purse steps in; an officer has his pack and that mythical 35lb.; a man has just what he can carry, and far the greater part of that is fixed for him. He can, if he feels so inclined, think *ad libitum*, "Am I or am I not going to get a blighty?" But as a matter of fact, no one is so inclined except at moments when there seems every likelihood of an immediate decision; and beyond that speculation thought is narrowed down to the two main topics—food and shelter.

MEN AND OFFICERS.

The dependency of the men upon their own officer, while it is an immense and unwitting tribute to that officer, is at times so absolute as to be embarrassing, and in these men, who have so many of them high intelligence and a retrospect of civilian responsibility, it is surprising. But the British soldier, new as well as old, is always surprising; his actions, whatever they are, are rarely the expected—which is one of the reasons why he is such a grievance to his enemies. The attitude comes in all probability from the fact that in making the great surrender of their liberties to become soldiers they admitted the strangeness and have never receded from the first feeling that they must be told everything. This in some weird way all their own does not in the least diminish their individual enterprise; they are always the exact opposite of automatons. But if there is anyone set above them to think for them, well, they are not going to deprive him of his job, and they let him; willingly, whole-heartedly they let him, and if he does it well they will follow him anywhere.

Into this Army every man has come of his own will, come in the spirit of one saying, "Here I am, now turn me into a soldier and use me." That is one fundamental factor, but there is another, and though they never speak and very probably seldom think of it, it goes deeper still. There has never been a man of the new Armies yet—if there had been he must have become known as a *rarissima avis*—who doubted either the success of our arms or the justice of our cause. As to the first, even in the darkest days, it was always "all right; it's your turn now; but just wait till we get started;" and now that conviction has been made a truth visible to all the world. The second is more elusive, cannot be learnt by direct inquiry. Ask any officer or man why he became a soldier, and he will hedge; he joined "because all his pals were joining," "because he sort of felt it was the thing to do," or any other half-truth which comes into his head. Tell him he joined to save the honour of England or the freedom of civilization, and, if an officer, he will probably say, "Oh, well, I suppose that came in," and change the conversation; if a man, he will think, even if he does not say, "Who are you getting at?" Neither officers nor men have the least use for heroics, and laugh at the sentimentalities often imputed to them by those who imagine but do not live their thoughts and words. But, all the same, every one of them has at the back of his consciousness the knowledge of high ideal as he has also a knowledge of his undertaking; as an officer said with a laugh on being told that as a Regular he should be prepared for anything, "Well, you knew what you were in for, and I didn't."

Every member of the New Armies has offered himself as a willing sacrifice, and for no material gain either to himself or his country—and his conscience is at peace. In a world of war there is to every man an inner peace; he has no further choice—he has only to obey. No reasoning which leaves out of account the great moral force driving our citizen soldiers along can fully explain their spirit; in the early days of their training it was obvious; now it is a habit which cases and uplifts, never seen or heard, but felt at every turn.

These men of stools and counter, of streets and council schools continue to take the days as they find them in the same spirit of humorous acceptance throughout. They have not joined the Army under any delusions as to glory, but simply to serve their country as best they can; and without any feeling that they are splendid fellows, without any consciousness of courage, they are worthy of their new name of British soldiers.—*Times.*

TEN MONTHS IN GERMANY.

HOW THE POOR LIVE.

TOO MUCH STEW.

CHAPTER XXVIII.

[BY D. THOMAS CURTIN.]

The poor of Berlin live in the north and east of the city. I have seen Berlin's East-end change from the hilarious joy of the first year of the war to an ever-deepening gloom. I have studied conditions there long and carefully, but I feel that I can do no better than describe my last Saturday in that interesting quarter of the German capital.

Late in the morning I left the Stettiner Bahnhof in the north and walked eastward through the Invalidenstrasse. There was practically no meat in the butchers' shops, just the customary lines of empty hooks. A long *queue* farther on attracted my attention and I crossed the street to see what the people were waiting for. A glance at the dark red carcases in the shop told me that this was horse-meat day for that district.

The number of vacant shops of all descriptions was increasing. The small shoemaker and tailor were closing up. The centralization of food distribution is greater here than in the better-class districts, with the result that many small shopkeepers have been driven out of business. In parts of Lothringerstrasse a quarter of the shops were vacant, in other parts one-half. The bakers' shops are nearly empty except at morning and evening. In fact, after my long sojourn in blockaded Germany I *still* find myself staring in amazement at your well-stocked shop windows of every description.

Shortly before noon I reached the *Zentral Viehund-Schlachthof* (the slaughter-houses). Through a great gateway poured women and children, each carrying some sort of a tin or dish full of stew. Some of the children were scarcely beyond the age of babyhood. The children's faces showed unmistakable traces of toil. The poor little things drudged hard enough in peace time, and in war they are merely part of the big machine.

PEOPLE'S KITCHENS.

The diminishing supply of cattle and pigs for killing has afforded an opportunity to convert a section of the slaughter-houses into one of the great People's Kitchens. Few eat there, however. Just before noon and at noon the people come in thousands for the stew. It costs 40 pfennigs (about 5d.) a quart, and a quart is supposed to be enough for a meal and a half.

I have been in the great *Schlachthof* kitchen, where I have eaten the stew, and I have nothing but praise for the work being done. This kitchen, like the others I have visited, is the last word in neatness. The labour-saving devices, such as electric potato-parers, are of the most modern type. In fact, the war is increasing the demand for labour-saving machinery in Germany to at least as great an extent as high wages have caused such a demand in America. Among the women who prepare the food and wait upon the people there is a noticeable spirit of co-operation and a pride in the part they are playing to help the Fatherland *durchhalten* (hold out). Should any of the stew remain unsold it is taken by a well-known restaurant in the Potsdamer Platz, which has a contract with the municipal authorities. Little was wasted in Germany before the war; nothing, absolutely nothing, is wasted to-day.

As at the central slaughter-house, so in other districts the poor are served in thousands with standard stew. The immense Alexander Market has been cleared of its booths and tables and serves more than 30,000 people. One director of this work told me that the Berlin authorities would supply nearly 400,000 people before the end of the year.

The occasional soldiers met in the streets looked shabbier in the dubby surroundings of the East. The German uniform, which once evoked unstinted praise, is suffering sadly to-day owing to lack of materials. I was in a Social Democratic district, but the men in uniform who were home on leave were probably "good" Social Democrats, since it is notorious that the regular variety are denied this privilege.

The faces of the soldiers were like the rest of the faces I saw that day. There was not the least trace of the cheerful, confident expression of the days when all believed that the Kaiser's armies would hammer their way to an early peace—"in three months," as people used to say during the first year and a quarter of the war. Verdun had been promised them as a certain key to early peace, and Admiral Scheer was deified as the immortal who tore loose the British clutch from the German throat. But Verdun and Jutland faded in succeeding months before the terrible first-hand evidence that the constant diminution of food made life a struggle day after day and week after week. The news from Roumania, though good, would bring them no cheer until it was followed by plenty of food.

AT EAST-END HOME.

In the vicinity of the Schlesischer Bahnhof occurred a trifling incident which gave me an opportunity to see the inside of a poor German home that day. A soldier in faded field-grey, home on leave, asked me for a match. During the conversation which followed I said that I was an American, but to my surprise he did not make the usual German reply that the war would have been ended long ago if it had not been for American ammunition. On the contrary, he showed an interest in my country, as he had a brother there, and finally he asked me if I would step into his home and explain a few things to him with the aid of a map.

Though I was in a district of poverty the room I entered was commendably clean. An old picture of William I. hung on one wall; opposite was Bismarck. Over the low door was an unframed portrait of "unser Kaiser," while Hindenburg completed the collection. Wooden hearts, on which were printed the names Liege, Maubeuge, and Antwerp, recalled the days when German hearts were light and German tongues were full of brag.

A girl of 10 entered the room. She hated the war because she had to rush every day at noon from school to the People's Kitchen to fetch the family stew. In the afternoon she had to look after the younger children while her mother stood in the long lines before the shops where food was sold. The family were growing tired of stew day after day. They missed the good German sausage and unlimited amount of bread and butter.

The mother looked in on her way to the street, basket under arm. She was tired, and was dulled by the daily routine of trying to get food. She talked bitterly about the war, but though she blamed the Agrarians for not doing their part to relieve the food situation, she expressed no animosity against her own Government. The father had been through Lodz in Hindenburg's two frontal assaults on Warsaw, where he had seen the slopes covered with forests of crosses marking the German dead, and his words were bitter, too, when he talked of his lost comrades. And then, the depressing feeling of returning from an army pursuing the mirage of victory to find his family and every other family struggling in the meshes of that terrible and relentless blockade!

It never had occurred to him that his Government might be in the least responsible for the misery of his country. Like the great bulk of the German people he is firmly convinced that the Fatherland has been fighting a war of defence from the very beginning. "To think that one nation, England, is responsible for all this suffering!" was the way that he put it. He is a "good" Social Democrat.

ORDERLINESS OF WAITING CROWDS.

When I once more resumed my walk I saw the lines of people waiting for food in every street. Every time I turned a corner great black masses dominated the scene. I paused at a line of more than 300 people waiting for potatoes. Ten yards away not a sound could be heard. The very silence added to the depression. With faces anxious and drawn they stood four abreast, and moved with the orderliness of soldiers. Not a sign of disturbance, and not a policeman in sight. Some women were mending socks; a few, standing on the edge of the closely packed column, pushed baby carriages as they crawled hour after hour toward the narrow entrance of the shop.

Every line was like the rest. The absence of policemen is particularly noteworthy, since they had to be present in the early days—a year ago—when the butter lines came into being. Drastic measures were taken when the impatient women rioted. Those days are over. The Government has taught the people a lesson. They will wait hour after hour, docile and obedient henceforth, if necessary until they drop—make no mistake of that.

But the authorities also learned a lesson. "People think most of revolution when they are hungry," was what one leader said to me. On this Saturday of which I write not a potato was to be bought in the West-end of Berlin, where the better classes live. Berlin had been without potatoes for nearly a week. To-day they had arrived, and the first to come were sent to the East-end. In the West-end the people are filled with more unquestioning praise of everything the Government does; they applaud when their Kaiser confers an Order upon their Crown Prince for something, not quite clear, which he is supposed to have accomplished at Verdun. Therefore they can wait for potatoes until the more critical East-end is supplied.

I went farther eastward through the Kottbuser district to the Kottbuser Ufer on the canal, along which a couple of hundred people waited in an orderly column without any guardian—another evidence of the success of the drastic measures of July and early August, when the demonstrations against the war were nipped in the bud. These people were waiting for the free advertisement sheets from the gaudily painted yellow Ullstein newspaper building across the square. They had to wait by the side of the canal because a *queue* of several hundred people waiting for potatoes wound slowly before Ullstein's to the underground potato-shop next door.

VAGUE GRUMBLING.

I had not heard a laugh or seen anybody smile all day, and when darkness fell on the weary city I went to a cheap little beer-room where several "bad," but really harmless, Social Democrats used to gather. Among them was the inevitable one who had been to America, and I had become acquainted with them through him. They talked in the new strain of their type, that they might as well be under the British or French as under their own Government.

Their voices were low—a rare event where Germans gather at table. They did not plot, they merely grumbled incessantly. The end of the war had definitely sunk below their horizon, and peace, not merely steps to peace, was what they longed for. There was the customary cursing of the Agrarians and the expressions of resolve to have a new order of freedom after the war, expressions which I believe will never be realized unless Germany is compelled to accept peace by superior forces from without.

I left the dreary room for the dreary streets, and turned towards the centre and West-end of Berlin, where the *café* lights were bright and tinkling music made restricted menu-cards easier to bear.

Suddenly the oppressive feeling of the East-end was dispelled by the strains of military music drawing nearer in a street near by. I hurried towards it, and saw a band marching at the head of two companies of wounded soldiers, their bandages showing white under the bright street lights of Berlin.

The men were returning to their hospital off the Prenzlauer Allée from a day's outing on the River Spree. Scores of followers swelled to hundreds. The troubles of the day were forgotten. Eyes brightened as the crowd kept step with the martial music. A roll of drum, a flare of brass, and the crowd, scattered voices at first, and then swelling in a grand *crescendo*, sang *Deutschland über Alles*. To-morrow they would complain again of food shortage, but to-night they would dream of victory.—*Times.*

FRANCIS JOSEPH'S LIFE TRAGEDY.

PERSONAL SKETCH BY HIS NEPHEW.

BY LEOPOLD WOELFLING.

Nephew of the late Emperor. He was formerly the Archduke Ferdinand of Austria. He wrote the following account of his uncle in December, 1913, and gave it to *The Daily Mail* on the condition that it should not be printed before the Emperor's death.

We can hardly realise that the Head of the House of Habsburg, the Emperor Francis Joseph I., is dead. For our generation, our fathers and our grandfathers, the name of Austria conjured up the picture of the dead Emperor who, ever since the revolutionary year 1848, now so far behind us, has enjoyed our attachment.

But it was in that year that the eighteen-year-old boy ascended the throne, surrounded by the tumult of minds in wild effervescence, the din of war, and hampered by the jealously preserved etiquette of the Habsburg Court. As advisers the young Emperor had antiquated officials who had gone grey in years of rigid observance of regulations. He, who was just stepping from the schoolroom, had to relinquish youthful day-dreams, for relentless Fate had planted him on the throne, where, as though in a glass box, he was exposed to the gaze of all.

His day's work was devoted to his people, or, correctly, to his peoples.

TERSE DECISIONS.

The Emperor Francis Joseph made it a rule to hear everybody and investigate everything in person. Then after an exhaustive discussion with his Ministers he would make known his decision tersely and clearly. Every nationality in the Empire, and especially that one which by reason of its historical tradition believed itself to be entitled to have its desires considered first, was in perpetual conflict with the Crown.

He displayed amiability towards the party leaders and on innumerable occasions was able to achieve the success desired. There is no lack of the stubborn and the wrong-headed in the world, but the Emperor Francis Joseph showed himself a match for them. He would formulate his wishes with unsuspected energy, and it often happened that he would express himself to such persons in unexpectedly harsh and severe terms, or just ignore them utterly.

The Emperor's day used to begin, even in the height of summer, with the first grey signs of dawn. He habitually deprived himself of priceless sleep, and when the majority of his millions of subjects lay peacefully in their beds was up and at work.

At an early hour he summoned his Ministers for the daily report. The Emperor read and studied everything himself, and was generally ready with a pertinent opinion by the time the heads of Departments arrived.

Twice a week he granted general audiences, at which anybody who had a request to make was free to lay it before the highest in the Empire. He would listen to every petitioner with amiability, and as far as he deemed fit give a favourable consideration to the hopes and aspirations stammered out by the suppliants.

The Emperor's mode of life was extremely simple. When—as, of course, he often had to—he gave large dinner parties, a plate of soup, a piece of boiled beef (*Rindfleisch*—a dish that always had to figure on the menu, even at great State banquets), and a glass of wine sufficed for his requirements. But he was overjoyed when his guests did justice to his table and often sent back the Court lackeys with the dishes to modest guests who had not ventured to help themselves to dishes which they had never seen before.

At one time the Emperor was a passionate smoker. He preferred the long Virginia cigar (an Austrian speciality) to all others. A cigar, extremely strong, was specially made for him, and he often gave one—they were the best of their kind—to his guests. In the later years of his life his doctors begged him to smoke a milder cigar, and with a heavy heart he followed their advice.

Early in the evening the Emperor had a light meal and his apartments were usually enveloped in darkness as the curtain was rising on the second act in the theatres of Vienna.

EMPEROR'S FAMILY LIFE.

The Emperor's family life was of the solid, *bourgeois* order. Though indiscriminately friendly to all members of his family he always showed a certain reserve. While he was accustomed to employ towards every member of the Imperial Family the familiar second person singular, he himself was always addressed, even by his daughters, with the title of Majesty.

The only recreation he allowed himself was shooting. He was skilled in all kinds of huntsmanship and abhorred the modern fashion of ruthless slaughter. He brought down his quarry by stalking or by lying in wait.

Up to the end of the 'nineties King Albert of Saxony, grandfather of the present King, and the Grand Duke of Tuscany, the father of the writer, were the Emperor's regular guests for the capercailzie shooting in the spring. On one of these excursions they had a most amusing adventure. The Emperor, the King of Saxony, and my father met at the end of the day's shooting before the carriages had arrived to take them back to the hunting-box. Presently a trap appeared, driven by a peasant who had a local reputation as a wit. The peasant pulled up and, not recognising the three strangers in their rough shooting clothes, offered them a lift.

"THE EMPEROR OF CHINA."

They accepted the offer and took their places in the trap. Presently the peasant grew curious as to the identity of his guests and said, "I wonder who you gentlemen are?" My father spoke up and said, "I am the Grand Duke of Tuscany," whereat the peasant wagged his head with a cunning grin. King Albert added: "And I am the King of

(Continued at foot of next Column.)

TENNIS.

BY kind permission of the U.S.R.C., the Annual Match for the LADIES' TENNIS SHIELD will be played on their Courts on FRIDAY, 12th inst., at 3 P.M. All Members of the U.S.R.C., PEAK CLUB and L.R.C. are invited to attend.

W. WILKINSON,
Hon. Sec., L.R.C.

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Saxony." The peasant, completely taken aback, turned to the Emperor with the question: "And who, pray, are you?" The Emperor laughed heartily and answered: "I am the Emperor of Austria." Thereupon the peasant, mustering the three with great solemnity, announced with a perfectly straight face: "That's all right. I am the Emperor of China!"

In autumn the Emperor went regularly on a short visit to Gödöllö, his Hungarian hunting-box in the neighbourhood of the ill-omened forest of Bakony, where he hunted stag and wild boar. The whole of the vast domain was carefully preserved and contained splendid stags.

To some extent constrained, as King of Hungary, to spend a certain time in each year in the Hungarian capital, the Emperor profited by his visit to Gödöllö to make a stay in the Royal Palace of Budapest, where he had his own Hungarian Court officials.

Fate dealt the Emperor heavy blows throughout his long reign. The disastrous campaigns against Sardinia and France in 1859, and against Prussia in 1866, were in themselves a source of great misery to his subjects. But personally, too, he sustained grievous blows. In 1867 his brother, the Emperor Maximilian of Mexico, was shot by order of General Juarez, the Mexican Republican leader. In 1889 his only son, the Crown Prince Rudolf, died in tragic circumstances, and in 1898 the noble Empress Elizabeth, his Consort, fell under the dagger of an Italian Anarchist.

The Emperor and Empress took the death of the Crown Prince most dreadfully to heart. Shortly after the catastrophe the writer was in Vienna and was asked to a family dinner at the palace. The memory of that day has never faded. All the other members of that party are now dead.

Not a word was spoken throughout the meal. The Empress cried softly to herself and did not touch a morsel of food, so that all the others abstained from eating, too. Hardly had the dessert been served than the Empress rose hastily and with a brief nod hurried from the room, her handkerchief pressed to her lips. Against all precedent the Emperor silently wrung the hand of each of his guests and his eyes were seen to be filled with tears. It goes without saying that everyone took his leave as rapidly as possible, and within a quarter of an hour of entering the Emperor's sitting-room after dinner everybody had left.

SHIPPING

ARRIVAL.

YUSHUN, Chinese str., 1,79, W. G. Legge, 10th January—Bangkok 29th, January, Rice.—Order.

PASSENGERS.

ARRIVED.

From Melbourne, etc., Mrs. J. Chisholm and child, Messrs. G. Lind, G. J. Cokeby, and A. L. Enston.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr. & Mrs J. Adams
Mr G. E. Anderson
Mr R. L. Atkinson
Mr H. Murray Bain
Mr J. H. Baring
Mr W. L. L. Barker
Mr R. M. Bartlett
Dr & Mrs Baker
Mr & Mrs H. A. Baxter and child
Mrs E. R. Billiter
Mr C. D. J. Bell
Mr & Mrs Chas. Beswick
Mrs C. E. Bigelow
Mr F. D. Bissner
Mr R. J. Birtwell
Mr R. E. Beddies
Mr S. T. Betting
Dr M. Blain
Dr & Mrs Black, nurse and child
Mr R. A. Bland
Capt Blanco
Mr B. Dabash
Mr P. Bolot
Mr D. E. Coppleman
Mr A. R. Cavalier
Capt D. Christie
Mr W. E. Clarke
Mr & Mrs H. Stanley Coffin
Master Whitney Coffin
Miss Margaret Coffin
Miss Dorothy Coffin
Miss Mary Coffin
Mr H. A. R. Conan
Dr R. M. Cory
Mr G. L. Courtney
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Mr N. Croucher
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Capt J. Dews
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Mr W. H. Ford
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Mr D. Fuller
Mr F. S. Gaines
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Mr & Mrs J. A. Geare and child
Dr Glaser
Mr J. Gibb
Mr A. G. Gordon
Mrs J. H. Gordon
Mr V. Gordon Bourn
Mr P. J. Gray
Capt T. P. Hall
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Mr A. Hicks
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Mr H. E. Hollands
Mr A. Shelton Hooper
Mr W. J. Hodge
Mrs A. E. Hodgins
Mr L. E. Hodge
Mr S. L. Horrobin
Mr & Mrs A. B. Hykes and children
Mr A. Jenkins
Mr E. M. Joseph
Mr & Mrs H. E. Judd
Mr N. B. Karanjia
Mr F. H. Kales
Mr C. King
Mr F. Knight
Dr A. T. Kunderer
Mr A. O. Larkin and valet
Mr & Mrs Vander Leeuw
Mr & Mrs J. J. Leiria
Mr & Mrs Colbourne Little
Mr S. Longfield
Maj. D. MacDonald
Mr G. W. Mackean
Mr F. B. Marshall
Miss R. A. Massey
Mr H. E. Maslin
Dr & Mrs O. Marriott
Mr & Mrs J. Mathews
Mrs A. McCrackin
Mr & Mrs McInnes
Mr & Mrs R. M. McLay
Mr G. Mella
Mr B. K. Mehta
Mr J. Mereod
Mr W. P. Millar
Mr G. Miskin
Mrs G. A. Morse and 2 children
Mr A. S. March
Mr C. Newhouse
Mr J. S. Nicolson
Mr J. C. de Obaldia
Mr & Mrs E. M. O'Brien
Miss W. O'Connor
Mr & Mrs G. V. Powers
Capt A. R. Pilkington
Mrs W. S. Porter
Mr F. G. Prescott
Mr & Mrs C. J. Price
Mr W. J. Pringle
Mr J. Parsons
Mr H. H. Pegg
Mr F. M. Philip
Mr A. Purslow
Miss Rapines
Mr E. H. Ray
Miss E. A. Reay
Mr D. Ritchie
Mr R. Rouse
Mr E. B. Rowe
Mr R. Sale
Mr J. H. Scott
Mr H. Scott
Dr J. C. Snively
Capt H. Simpson
Mr & Mrs H. Skott
Mrs M. Slaus
Mr & Mrs Van Suytere
Mr S. Smith
Mr V. Sorby
Miss A. Square
Mr J. W. Stockhouse
Miss Stillwell
Mr D. Thompson
Mr A. L. Todt
Mr & Mrs H. W. Tonlmin
Capt A. Tucker
Mr M. H. Varn
Mrs H. A. Walker
M. A. Van de Wall
Mr C. Wallace
Mr & Mrs J. G. Ward
Capt R. A. Watt
Miss J. M. Wazzig
Mr G. G. Wood

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Mr J. R. Flynn
Anderson
Mr & Mrs Baker
Mr W. Budge
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Mr G. E. Costello
Mr R. A. Donaldson
Mr K. M. Fetterly
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Mr & Mrs Hammes and children
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Mr E. James
Mr & Mrs Jackson
Mr J. Joseph
Mr W. E. Kirby
Mr A. Lambden
Miss E. M. Lambden
Mr W. D. Lee
Mr Mark
Mr M. Matthews
Mr H. Mottavish
Mr D. Muchail
Mr W. Morley
Mr H. E. S. Payne
Mrs V. G. Passmore
Mr H. H. Pegg
Mr & Mrs C. E. Richardson
Mr J. Sim
Mr E. M. Sleigh
Mrs Stewart and children
Capt & Mrs Swain
Mr & Mrs Underwood
Mr J. Wilkie

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Mr G. W. Barton
Mr & Mrs H. F. Carmichael
Mr & Mrs F. W. Cary
Mr & Mrs C. D. Casulli
Col. R. E. Darling
Mr W. J. Dexte
Mr & Mrs Dunker
Mrs Dunman
Mrs B. M. Fraser
Comdr. Mrs Gascoigne
Mr & Mrs D. A. Hale
Mr A. H. Hollingworth
Mrs J. R. Johns
Mr Lee Jones
Mrs Martin
Mr R. F. Mattingley
Mr Neil MacIntyre
Mrs C. Mulder
Mr V. L. Perkins
Mr & Mrs E. Ralphs
Mr & Mrs C. C. Robinson
Mr C. Skott
Mr & Mrs Grant Smith
Mr & Mrs V. Findlay Smith
Mr & Mrs A. Findlay Smith
Mrs Stewart
Capt A. Susen
Mr Weston
Mr & Mrs David Wood

NOTICES TO CONSIGNEES

"GLEN" LINE, LTD.

NOTICE TO CONSIGNEES.

FROM LONDON, COLOMBO AND SINGAPORE.

THE Steamship

"GLENTURRET,"

Captain W. H. Baker, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited. Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on FRIDAY, 12th inst., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co., Agents.

Hongkong, 6th January, 1917. [163

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NYANZA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex s.s "Karmala."
From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M., on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. V. D. PARR, Superintendent.

Hongkong, 9th January, 1917 [1

WEATHER REPORT.

On the 10th at 11.10.—No returns from Japanese stations. Pressure has increased moderately over N.E China and slightly elsewhere except over the Philippines, where it is nearly stationary.

The anti-cyclone remains stationary.

Strong monsoon is indicated along the east coast of China and over the China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since 1st January, 0.34 inch, against an average of 0.24 inch.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT	FORECAST
Hongkong to Gap Rock ...	N. winds, strong; fine.
Formosa Channel	N.E. gale.
South Coast of China between Hongkong and Lamocks	The same as No. 1.
South Coast of China between Hongkong and Hainan...	The same as No 1.

CHINA COAST METEOROLOGICAL REGISTER.

10TH JANUARY, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.
Vladivostock...	8 a.	—	—	—	—	—	—
Nemuro	5 a.	—	—	—	—	—	—
Hakodate	"	—	—	—	—	—	—
Tokio	"	—	—	—	—	—	—
Kochi	"	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Kagoshima ...	"	—	—	—	—	—	—
Oshima	"	—	—	—	—	—	—
Naha	"	—	—	—	—	—	—
Ishi'jima	"	—	—	—	—	—	—
Bonin Is.		—	—	—	—	—	—
Chefoo	6 a.	—	—	—	—	—	—
Weihaiwei.....		30.50	23	93	NNW	6	c
Hankow		—	—	—	—	—	—
Ichang	"	—	—	—	—	—	—
Kiukiang		—	—	—	—	—	—
Changsha		—	—	—	—	—	—
Shanghai		30.75	18	—	WNW	1	b
Gutzlaff		30.68	24	100	NW	6	b
Sharp Peak ...		30.53	38	72	NW	1	b
Amoy	8 a.	30.59	42	50	NE	2	b
Swatow	8 a.	—	—	—	—	—	—
Taihoku	5 a.	30.58	48	73	E	2	o
Taichu		30.44	43	—	N	2	o
Tai an		30.41	48	—	N	6	b
Kokshun		30.34	59		NE	7	o
Pescadores ...		30.45	52		N.E	8	b
Canton	6 a.	30.61	39	73	N	3	c
Hongkong ...		30.51	43	49	N	4	c
Gap Rock		30.50			N	6	c
Macao		30.52	41	39	NNW	4	b
Wuchow	8 a.	—		—	—	—	—
Hoihow		—		—	—	—	—
Pakhoi		—		—	—	—	—
Phulien	7 a.	30.58	44	48	N	4	o
Tourane.....		—	—	—		—	—
Cape St. James.		29.95	66	—	SW	4	o
Aparri		30.21	68	88	ENE	4	r
Dagupan		30.02	68	91	SE	1	b
Manila		29.92	75	71	N	2	o
Legaspi		29.99	77	85	NE	4	o
Tacloban		29.95	77	86	NW	2	o
Iloilo		29.94	75	91	N	4	o
Surigao		—	—	—	—	—	—
Labuan		29.86	78	94	N	6	b

T. F. CLAXTON, *Director.*

1. BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

2. TEMPERATURE, in the shade, in degrees Fahrenheit.

3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4. DIRECTION OF WIND, to two points.

5. FORCE OF WIND, according to Beaufort Scale

6. STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squal, [illegible], snow, t thunder, v visibility, w dew (wet), [illegible] RAIN in inches, tenths and hundred[illegible]

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, January 10th

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	30.49	30.57	30.50
Temperature	49	43	53
Humidity	22	29	19
Wind Direction	North	North	NNE
" Force	2	4	2
Weather	c	c	b
Rain	—	—	—

Highest open-air Temperature on 9th 52
Lowest open-air Temperature on 10th 43

HONGKONG TIDE TABLE

From 11th to 17th January.

Days of Week	Days of Month	HIGH WATER. H'kong Mean Time.	Height	LOW WATER. H'kong Mean Time.	Height
		h. m.	ft. in	h. m	ft. in
Thurs.	11	0 24 a	4 3	m 5 45	1 0
		10 32 a	7 1	4 19 a	3 5
Fri.	12	0 49 a	4 3	m 6 17	1 2
		11 4 a	6 7	4 57 a	3 6
Satur.	13	1 15	4 4	m 6 48	1 6
		11 40 a	6 2	5 37 a	3 6
Sun.	14	1 43 a	4 6	m 7 18	2 0
				6 24 a	3 7
Mon.	15	m 0 21	5 7	m 7 48	2 4
		2 15 a	4 9	7 42 a	3 8
Tues.	16	m 1 18	5 0	m 8 17	2 8
		2 56 a	5 3	9 39 a	3 6
Wed.	17	m 2 40	4 4	m 8 47	3 1
		3 43 a	5 8	11 28 a	3 0

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED,
Managing Agents.

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"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS
to
UNITED KINGDOM AND CONTINENT.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.

Subject to change without notice.

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General Agents.

or to REISS & Co., Canton.

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C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI

MANILA LINE—TWIN-SCREW STEAMERS "CEINHUA," "TAMING" and "TEAN. Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—PASSENGERS, MAILS and CARGO, S.S. "ANHUI," "CHENAN," "LUCHOW," "YINGCHOW," "SHANTUNG" and "SINKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

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TELEPHONE 38. 4

DOUGLAS STEAMSHIP CO., LTD.

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REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

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AND RETURN.
(Occupying 9 to 10 Days)

"HAICHING" ...	Capt. W. C. Passmore	FRIDAY,	12th Jan., at 11 A.M.
"HAITAN" ...	Capt A. E. Hodgins	FRIDAY,	19th Jan., at 11 A.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

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DOUGLAS LAPRAIK & CO.,
General Managers.

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BRITISH INDIA S. N. CO., LTD.

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WESTWARD

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P. & O. S. N. CO.

ROYAL MAIL SERVICE
UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT
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MARSEILLES AND LONDON,
TAKING PASSENGERS AND CARGO TO
STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers to Colombo	Leave Hong-kong Noon	Connecting Mail Str. from Colombo	Due at Marseilles 1917	Due at London 1917

When Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.
On the Australian Route Tickets Interchangeable with Orient Line.

SAILINGS DIRECT TO
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Return Tickets are available be Messageries Maritimes Company.

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CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

Steamers	Leave H'kong. about	Leave S'pore about	Due at M'seilles. if calling about	Due London about
The Intermediate	Service is	Temporarily	Suspended.	

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All Cabins are fitted with Electric Fans free of charge and each Berth Furnished with an Electric Reading Lamp.
Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.
Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.
For Further Information, Passage Fares, Freights, Handbooks, Dates of Sailing, etc., apply to

E. V. D. PARR.
Superintendent.

23

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SHANGHAI, MOJI and KOBE.

NAGASAKI, KOBE and YOKOHAMA.

SHANGHAI, KOBE and YOKOHAMA

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TELEPHONE Nos and 293 5

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FIRST CLASS TO LONDON G$348 (£71.10.0) RETURN G$609 (£122).
" " " SAN FRANCISCO G$2.50 ... " G$437.50.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

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King's Buliding.

TELEPHONE 291. [67

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FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

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ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

Return Tickets to Europe available two years.

Return Tickets to Intermediate Ports available six months.

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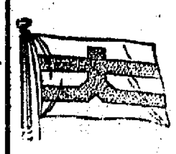

O. S. K.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES.

North American Line.
(TRANS-PACIFIC).

South American Line.

Bombay Line.

Java Line.

Formosan Line.

FOR TAMSUI, KEELUNG AND ANPING, TAKAO, VIA SWATOW AND AMOY.

"KAIJO MARU" ...	SUNDAY,	14th Jan at 10 A.M.
"SOSHU MARU" ...	THURSDAY,	18th Jan., at 5 A.M.

Formosan Liners will arrive at and depart from the SOON YIP WHARF, near the Harbour Office.
While the Steamer is alongside the Wharf Telephone No. 76 will be fixed.

For FURTHER INFORMATION, apply to—

H. YAMAUCHI, Manager,
No. 1, Queen's Building.

TEL. Nos. 744 and 745. 42

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

All Steamers fitted with wireless Telegraphy.

The above Steamers are fitted with Refrigerating Machinery ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried

For further particulars, apply to

GIBB, LIVINGSTON & CO
Agents. 19

POST OFFICE NOTICE.

Particulars of outgoing and incoming Mails, other than those shown below, will not be advertised in future.

The Post Office will forward all correspondence posted by the fastest routes.

Persons requiring special information must apply at the Inquiry Counter in the Public Hall of the G. P. O.

The rates of Postage on letters to the Chinese Post Office are now as follows:

To Canton, Fatshan, Chau Chuen and Whampoa	2 cents for ½ ounce.
Other Parts of China ...	4 cents for each ounce or fraction thereof.

Correspondence addressed to enemy subjects in China, Siam, Liberia, Portuguese East Africa, Persia and Morocco cannot be transmitted.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

LOCAL AND REGULAR MAILS OUTWARD.

For	On Week-Days	On Sundays & Holidays
Tai O ...	5.00 P.M.	—
Tai Po ...	10.00 A.M.	9.30 A.M.
Cheung Chow ...	2.00 P.M.	—
Sheataukok, Shatin and Sheungshui	4.00 P.M.	—
Aberdeen, Aulau, Ping Shan, Sai Kung Sanatin, Stanley	4.30 P.M.	—
Canton Samshui and Wuchow ...	7.30 A.M. Regis. 9.00 A.M. Letters 9.00 P.M.	9.00 P.M.
Macao	7.15 A.M. 1.30 P.M. 6.00 P.M.	9.00 A.M.
Kongmoon	Except Saturdays 5.00 P.M.	5.00 P.M.
Namtau and Saumei	10.00 A.M.	5.00 P.M.
Shamchun	4.00 P.M.	9.00 A.M.

From Sheungwan Western Branch P.O.

For	On Week-days	On Sundays Holidays	
Macao	7.30 A.M. 1.30 P.M.	8.30 A.M.	7.30 A.M. 1.30 P.M.
Canton	7.30 A.M. 2.30 P.M.	9.30 P.M.	7.30 A.M. 2.30 P.M.
Tai Ping Tung	9.30 P.M.	9.30 P.M.	9.30 P.M.
Siak Ki	9.30 P.M.	9.30 P.M.	9.30 P.M.
Kongmoon	6.00 P.M.	6.00 P.M.	6.00 P.M.
Kumchuk	6.00 P.M.	6.00 P.M.	6.00 P.M.
Kaukong	6.00 P.M. Except Saturdays.	6.00 P.M.	6.00 P.M.

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

COMMERCIAL.

CLOSING QUOTATIONS.

	January 10th.
ON LONDON.—	
Telegraphic Transfer ...	2/4¼
Bank Bills, on demand ...	2/4½
Bank Bills, at 30 days' sight ...	2/4⅛
Bank Bills, at 4 months' sight ...	2/4½
Credits, at 4 months' sight ...	2/5
Documentary Bills 4 months' sight	2/5⅛
ON PARIS.—	
Bank Bills, on demand ...	326½
Credits, at 4 months' sight ...	327
ON NEW YORK.—	
Bank Bills, on demand ...	55⅞
Credits, at 60 days' sight ...	—
ON BOMBAY.—	
Telegraphic Transfer ...	—
Bank Bills, on demand ...	171 nom.
ON CALCUTTA.—	
Telegraphic Transfer ...	—
Bank Bills, on demand ...	171 nom.
ON SHANGHAI.—	
Bank Bills, at sight ...	nom.
Private, 30 days' sight ...	—
ON YOKOHAMA.—On demand ...	109½
ON MANILA.—On demand—Pesos ...	112
ON SINGAPORE.—On demand ...	par.
ON BATAVIA.—On demand ...	131½
ON HAIPHONG.—On demand ...	2½% pm n.
ON SAIGON.—On demand ...	2 % pm. n.
ON BANGKOK.—On demand ...	65½
SOVEREIGN, Bank's Buying Rate	...$8.40 n.
GOLD LEAF, 100 fine, per tael	...$51.20
BAR SILVER, per oz.... ...	—

SUBSIDIARY COINS.

			per cent
Hongkong	20 cents pieces...	$0.08	Premium.
Hongkong	10 "	0.12	"
Canton	20 " ...	$3.70	discount.
Canton	10 " ...	$3.70	"

SHARE LIST.—QUOTATIONS.

HONGKONG, 10TH JANUARY, 1917.

STOCKS.	PAID UP VALUE.	OFFICIAL QUOTATION 10.30 A.M.	CLOSING QUOTATION.	LAST DIVIDEND.
BANKS.—				
Hongkong and Shanghai ...	$125	$700, buy. $705, sel.		£2-3-0 int. act. 1916
INSURANCES.—				
Cantons	$50	$377½, buy.		$25 for 1914
China Fires	$20	$155		$9 for 1914
Hongkong Fires	$50	$375		$27 for 1914
North Chinas	£5	Tls. 150		27½ for 1915
Unions	$100	$900, buyers		$60 for 1914
Yangtszes	$60	$255		$18 for 1914
SHIPPING.—				
Douglas S.S. Co.	$50	$115, buy.		$14 for year ending 30-6-15
				$1 for 1915 [
Canton Steamboats	$15	$20, buyers		
Indo-China Pref.	£5	$43, sellers		3/- int. for 1916
Do. Def.	£5	$132, sales		10/- int. for 1916
Star Ferry Co.	$10	$37, sellers		$2.10 for year ending 30-4-16
REFINERIES.—				
China Sugars	$100	$129		$12 for 1915
Malabon Sugars	P30	$37		First year
DOCKS, WHARVES AND GODOWNS.—				
Kowloon Wharf Co.	$50	$85, sales		$3.50 for 1915
H. and W. Dock Co.	$50	$126½		$2½ int. for 1916
Shanghai Docks	Tls. 100	Tls. 89		Tls. 7½ for year ending 30-4-16
LANDS, HOTELS, AND BUILDINGS.—				
Central Estates	$100	$101, sellers		$7 for 1915
Hongkong Hotels	$50	$115, sellers		$3 for ½ year
Hongkong Lands	$100	$95, buyers		$3½ int. for 1916
Humphreys Estates	$10	$6.80, buy.		35 cents for 1915
Kowloon Lands	$30	$35, sellers		$2½ for 1915
West Points	$50	$32, sellers		$2 int. account 1916
OILS.—				
Langkats	G10	Tls. 22		Tl. 1 for year ending 31-10-15
Shells	£1	108/-		7/- for 1915
Ural Caspian	£1	32/9		9% for 1915/16
MINING.—				
Kailans	£1	36/-		1/- int. act. year ending 30-6-16
Raubs	£1	$2.40		None since 1910
Tronoh	£1	31/6		3/- int. account 1916
COTTON MILLS.—				
Ewo	Tls. 50	T. 145		Tls. 16 for year ending 30-10-15
Kung Yik	Tls. 10	Tls. 14½		Tls. 1½ for year ending 30-11-15
Shanghai	Tls. 50	T. 112		Tls. 6 for year ending 30-6-16
Yangtzepoo	Tls. 5	Tls. 5½		Nil for 1915
MISCELLANEOUS.—				
China Borneos	$12	$8½		72 cents for 1915
China Lights	$5	$4½, buyers		None since 1906
China Providents	$10	$8.90, s. & b.		70 cents for 1915
Dairy Farms	$6	$25½		$3 for year ending 31-7-16
Green Island Cement	$10	$11.70, s.&b.		60 cents for 1915
Hongkong Electrics	$10	$53		$2.25 for year ending 29-2-16
Hongkong Ices	$25	$160		$2 int. account 1916
Hongkong Ropes	$10	$34½		$1 int. account 1916
Hongkong Steels	$10	$9½		None for year ending 31-5-16
Hongkong Trams	5/-	$7, sales		Int. 7% account 1916
Peak Trams Old	$10	$10		7% for year endnig
Do. New...	$1	$1		do. [30-4-16
Steam Laundries	$5	$3½		25 cents for year ending 31-5-16
Union Waterboats	$10	$16		$1 for 1915
Watson & Co.	$10	$6½, buyers		70 cents for 1915
Wm. Powell, Limited	$7	$6½ buy.		None since 1914

RUBBERS. (Singapore Currency)	PAID UP VALUE.	YEAR ENDS.	LATEST QUOTATION.	DIVIDEND FOR LAST YEAR.	INT. DIV. TO DATE.
Alor Gajahs	$1	Sept.	$3.80 x d.	65 p. c.	—
Ayer Panas	$5	Jan.	$11.70	35 p. c.	10 p. c.
Glenealy	$1	Oct.	$2.30	15 p. c.	10 p. c.
Kedah	$1	Apl.	$4.00	42½ p. c.	20 p. c
Kempas	$2	June	$8.00	40 p. c.	—
Malaka Pinda	$1	Aug.	$2.25	[illegible] p. c.	—
Malakoff	$2	Dec.	$4.75	35 p. c.	10 p. c.
New Serendah...	$2	Dec.	$4.25	20 p. c.	10 p. c.
Sandycroft	$2	Jan.	$4.90	23 p. c	12½ p. c.
Tapah	$10	Dec.	$22.00	25 p. c	20 p. c.
Plantation Rubber in London ...			3/-		

VERNON & SMYTH, Share Brokers.

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital $15,000,000
Reserve Funds:—
Sterling £1,500,000, at 2/— $15,000,000
Silver $18,000,000
$33,000,000
Reserve Liability of Proprietors $15,000,000

COURT OF DIRECTORS:

W. L. PATTENDEN, Esq.—Chairman.
S. H. DODWELL, Esq.—Deputy Chairman.
Hon. Mr. C. E. Anton, G. T. M. Edkins, Esq., C. S. Gubbay, Esq. | Hon. Mr. P. H. Holyoak, J. A. Plummer, Esq., Hon. Mr. E. Shellim.

CHIEF MANAGER:
Hongkong—N. J. STABB, Esq.

MANAGER:
Shanghai—A. G. STEPHEN, Esq.

LONDON BANKER:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.

For 3 months, 2½ per cent. per annum.
" 6 " 3½ " "
" 12 " 4 " "

N. J. STABB, Chief Manager.

Hongkong, 9th November, 1916. [9

THE BANK OF CHINA.

(SPECIALLY AUTHORISED BY PRESIDENTIAL MANDATE OF 15TH APRIL, 1913.)

Authorised Capital $60,000,000
Paid-up Capital $10,000,000

HEAD OFFICE:—PEKING.

BRANCHES AND SUB-BRANCHES,

SHANGHAI: NANKING: Chinkiang, Yangchow, Wusieh, Wuhu, Anshing, Tatung, Tsinkiangpo, Soochow. HANKOW: Shashi, Ichang, Nanchang. TIENTSIN: Pacting, Tongshan, Luanhsien, Tsaunghsien, Hsingtai. HANGCHOW: Weichow, Shashsin, Chiahsin, Lanchi, Huchow, Ningpo. KAIFENG: Changteh, Sinyang, Loho, Chowkou. TSINAN: Chowtsun, Tuchsien, Linchi, Lintsing, Tsinien, Yihtuh, Huiming, Chefoo, Tsingtao. TAIYUAN: Yuncheng. FOOCHOW. CHANGCHUN: Kirin, Moukden, Newchwang, Dairen, Harbin, Tsitsihar, Tieling, Chinchow, Antung. CANTON. KUEIYANG, PEKING, Kueihu'a Suiyuanchang, etc., etc.

CANTON BRANCH.

Interest allowed on current accounts and Fixed Deposits. Terms on application. Every description of Banking business transacted. loans granted on approved securities. Special facilities for Home Exchange.

Hongkong 13th October, 1914. [99

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER. 1853.

HEAD OFFICE—LONDON.

Paid-up Capital £1,200,000
Reserve Fund £1,800,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

T. C. DOWNING, Manager.

Hongkong, 15th June, 1915. [141

BANKS

THE BANK OF TAIWAN, LIMITED (TAIWAN GINKO).

INCORPORATED BY SPECIAL IMPERIAL CHARTER, 1899.

Capital Subscribed ... ... Yen 20,000,000
Capital Paid-up ... ... " 15,000,000
Reserve Funds ... ... " 4,890,000

HEAD OFFICE:
TAIPEH, FORMOSA.

BRANCHES:

JAPAN—KOBE, OSAKA, TOKYO.

FORMOSA—AKO, GIRAN, KAGI, KABENKO KEELUNG, MAKUNG, PINAN, SHINCHIKU, TAICHU, TAIWAN, TAKOW, TAMSUI.

CHINA—AMOY, CANTON, FOOCHOW, HANKOW, KIUKIANG, SHANGHAI, SWATOW.

OTHERS—HONGKONG, LONDON, SINGAPORE SOERABAIA.

LONDON BANKERS:

Capital and Counties Bank, London, and South-Western Bank, Parr's Bank.

The Bank has Correspondents in the Commercial centres of Russia, Manchuria, Indo-China, India, Philippine Islands, Java, Australia America, and elsewhere.

N. YANAGITA, Manager.

HONGKONG BRANCH,
3, Des Voeux Road.
Hongkong, 15th December, 1916. [104

THE MERCANTILE BANK OF INDIA, LIMITED

HEAD OFFICE: 15, Gracechurch St., London

Authorised Capital £1,500,000
Subscribed " 1,125,000
Paid-up " 562,500
Reserve Fund " 550,000

BANKERS:
THE BANK OF ENGLAND,
THE LONDON JOINT STOCK BANK, LIMITED.

BRANCHES:

Bombay	Galle	Karachi	Penang
Calcutta	Hongkong	Kota Bhara	Rangoon
Colombo	Howrah	Kuala Lumpur	Shanghai
Delhi	Kandy	Madras	Singapore
Port Louis (Mauritius).			

HONGKONG BRANCH.

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates that may be ascertained on application.

C. CHAMPKIN, Acting Manager.

Hongkong, 26th May, 1916. [82

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB,
Chief Managers.

Hongkong, 2nd November, 1914. [16

Printed and Published by HENRY ADOLPHUS CARTWRIGHT, for THE HONGKONG DAILY PRESS, LTD., at 10A, Des Voeux Road Central, Victoria, Hongkong London Office: 131, Fleet Street, E.C.